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TO-DAY'S WEATHER FORECAST:—South East Winds, Moderate; Cloudy, Some Rain at First, Improving Later.

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EXCURSION TO MACAO

SUNDAY, 29TH JULY, 1934

S.S. "SUI TAI"

will leave Hong Kong at 9.30 a.m. and Macao at 4.30 p.m.

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LONDON AIR-MAIL LETTER

A Flight To Rangoon: Green Breeches And A Red Shirt: "Mangled His Kill:" A Former Viceroy: Admiral Blake's Statue: Queen Mary's Arms: America's Cup Challengers:

(From Our Own Correspondent)

London, July 6.

Lady Louis Mountbatten is leaving London this afternoon on a flight to Rangoon, Malaya and Java.

She is being accompanied by her cousin, Lady Brecknock, as far as Amsterdam.

After a night at Amsterdam Lady Louis Mountbatten will catch the Royal Dutch air liner which shortly after dawn leaves on its weekly 9,000 miles run to Batavia.

She will reach Athens to-morrow night after a day's trip of nearly 1,500 miles. If she decides to continue her flight in the same machine throughout the whole of the journey she will cross the Mediterranean for Cairo on Friday, flying over the battlefields of Gaza, to Rutbah Wells—a station laid down in the middle of the desert by Imperial Airways.

Bagdad will be reached on Saturday, and the journey is then down the Persian Gulf to Jask. Rangoon is reached on Tuesday next, leaving a day's flight to Singapore. From Singapore special arrangements will be made to cross to Java.

Lady Louis will return to London in September.

Two years ago, with Lady Milford Haven, whose husband is Lady Louis's brother-in-law, she made a trip through some of the more remote parts of Persia, and early this year she toured South America with Lady Brecknock.

GEN. GORING AS ROBIN HOOD

Under a law passed at Tuesday's Cabinet meeting in Berlin, Gen. Goring, Premier of Prussia, and Air Minister, has been able to add one more to his long list of titles. He is now designated "Head Hunter of the Reich."

To enable him to carry out in fitting form the picturesque duties which now devolve on him, the versatile General has himself designed a uniform which will not seem out of place in Germany's woods and glades.

Green breeches with brown hip-length buckskin boots and a red shirt complete the picturesque ensemble.

Wearing a huntsman's cap with a long, drooping pheasant's feather, and carrying a javelin, he resembles a plump Robin Hood, a character whom since boyhood he has ardently admired.

INVECTIVE

Lord Snowden forgot, when he attacked the absent Prime Minister, that invective is intolerable unless it is briefly and neatly done. The wasp never fumbles with its sting.

The most shocking part of the performance was that Lord Snowden messed his victim about. He mangled his kill.

Not so Disraeli in those terrible invectives against Sir Robert Peel, which still make the best reading in all Hansard, and are the more ruthless because they were more than half insincere.

Lord Midleton, in rebuking Lord Snowden, seemed to suggest that the air of the Upper House had never before been wounded with such horrid imprecations.

Yet Lord Carson's last tremendous onslaughts on the "betrayers" of the Union—which included many of his old colleagues—are still vividly remembered.

But Lord Thurlow's castigation of the Duke of Grafton, who had reproached the Lord Chancellor for his plebeian origin and the newness of his peerage is, I suppose, the classic example.

It was said that he fixed on the Duke the look of Jove when he grasped the thunder, and certainly he overwhelmed him with the bolts and scorched him with the flame.

LORD READING

Lord Reading, who is to become chairman of Carreras, Limited, in succession to the late Sir Louis Baron, may be congratulated on his association with one of the best-run companies in the country.

Carreras, Limited, may consider themselves fortunate in having secured the services of a chairman who brings to his duties a combination of qualities which must be rare in any country.

In spite of his seventy-three years, Lord Reading retains the same incisive mind and the same ability to get quickly to the root of a matter which have been his chief assets in the numerous high offices he has filled.

A business colleague who has sat on boards with him ranks him highest among all non-business chairman in this country, both for the impartiality and for the despatch with which he conducts a meeting.

Lord Reading, as a former Viceroy, should bring grist to Carreras business in the East. The Indian Carreras Company began operations in March of last year.

Lord Reading is on the boards of seven companies, which have an aggregate capital of about £120,000,000. As the National Provincial Bank and several insurance companies are among them, he assist in controlling funds of several times that sum.

He is president of Imperial Chemical Industries, the giant merger whose activities and subsidiaries girdle the world.

THE ADMIRAL ENJOYS HIMSELF

When, at the close of a debate at the Empire Crusaders' Club last night, Admiral Sir Roger Keyes said that he had enjoyed himself more than at any political gathering, he spoke with evident sincerity.

In that quiet, almost casual way of his, Sir Roger keyed up his hearers. The resultant discussion was such as to draw from him the tribute that one of the speakers might have knocked seven bells out of him if he had had more time.

On two points the Admiral was confident: that we will get the cruisers we need, and that, before long, he will succeed in his efforts to get a statue of his hero, Admiral Blake, erected in London.

THE QUEEN'S STANDARD

During the King's absence at Newmarket London has enjoyed the comparatively rare sight of her Majesty's standard flying over Buckingham Palace.

The standard of the Queen Consort consists of eight quarterings, those of his Majesty being placed in the hoist and those of the Queen in the fly.

In modified heraldic language, Queen Mary's arms, are, quarterly, first and fourth the Royal arms of George III. (without the electoral bonnet and the crown of Charlemagne) differenced by a white label of three points, the centre point charged with a red St. George's Cross, and each of the other two points with two red hearts, one above the other.

The second and third quarters are impaled with three black lions on the other. Over all is an escutcheon of black on yellow.

ACCLIMATISING ENDEAVOUR

American experts declare that our America's Cup challengers do not get sufficient time in their waters before the races.

Endeavour's programme shows that Mr. T. O. M. Sopwith's challenger will not be much better off in this respect than Sir Thomas Lipton's Shamrock V. After racing at Plymouth to-day and to-morrow, Endeavour will have her last races in British waters, consisting of special trials against Velsheda, at Torquay, on Monday and Tuesday.

She will then go to Gosport to be converted from a cutter to a ketch for the ocean voyage. This process takes about ten days. The voyage occupies a further three weeks to twenty-five days.

After her arrival in American waters in the middle of August, Endeavour has to spend another ten days being re-rigged for racing, and will, therefore, have only about a week more in which to practice for the race on September 15 than Shamrock V. had.

American yachtsmen are of opinion that a cup challenger ought to reach American waters in the spring. In this way the crew would have a chance to settle down and become really well acquainted with local conditions.

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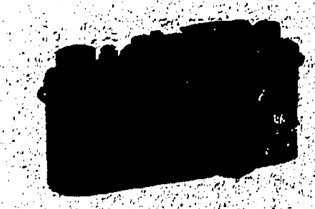

THAT IS QUITE WRONG. (1) Turn one Knob on the top. (2) move the lens in its mount till your object is clear in the focussing eye-piece. (3) push a button. (4) you have taken a Leicagragh! This all takes about 1½ seconds. Loading is easy. Timing is quite simple—automatic if you use a modern exposure meter.

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MOTOR JOTTINGS

SQUEAKS AND RATTLES

After taking delivery of a new car an owner is not likely to be troubled with rattles, but annoying squeaks may develop from time to time. These very often take the form of a high-pitched genuine squeak, or one of a lower pitch suggesting rubbing contact somewhere in the mudguarding. These noises in a new car are rather difficult to find, as their point of production is very uncertain, but methods used by factory mechanics and testers invariably result in their location and cure, and an idea of these may be of interest.

In the case of the aforesaid variety the first thing to do is to press down the wings, in turn, and, if that does not reproduce the sound, to stand on the running-board and do a little light jumping, intended to produce a deflection that imitates the action on the road. The third test is to stand on the running-board and cause the car to roll by similar means, and by pulling the body with the hands.

Grease or Oil the Cure

If carried out at either side these antics usually succeed in reproducing the sound in question, and an assistant should then be able to find the spot responsible. A little grease or oil is all that is necessary to cure the trouble, and it is often useful to remember the type of noise and its position for tracing similar troubles.

Likely points are where the mudguards join the chassis, body and steps, or where the valances are attached; and recurrence at frequent intervals indicates loose screws and nuts, which should be tightened up.

Such noises are not always caused by the steps or running-board and the wings, but often emanate from pipes and rods at points where they touch the dash and other parts, or where they pass through holes or rest in clips. Pipes going to the Autovac, clamped to the dash, frequently produce obscure squeaks, as also do spare wheels and their brackets, and the latter should be given a good shake when the trouble appears to be in their vicinity.

Bonnets should also be carefully examined where they rest upon the fabric threaded through the scuttle and radiator flange, and any point indicating excessive gloss should be given a wipe with an oily rag.

As the car progresses through life rattles may develop from time to time which indicate looseness of some part, but this type of noise usually gives itself away, and if the various parts suspected be given a shake the noise can be quickly located and cured by tightening the part in question.

Not so easily found, however, is a rattle produced by the body being slightly loose on the frame, and a noise only developed periodically when a big lurch takes place on a rough road can often be traced to this cause. The reason for this is that the body bolts, often about six in number, in time settle farther into the woodwork, and it is necessary to give them a good tightening from underneath.

Now that tools are carried in various parts of the car these should also be in turn suspected; along with other things, jacks, if not properly closed up, produce noises sometimes not readily traced. Undertray noises cause worry at times, and these are best located by allowing the car to coast down a hill, preferably with a rough surface, and, after an idea has been obtained as to the position, locating them definitely in the garage by springing the tray about.

The writer has known squeaks and rattles of various kinds that have baffled an owner for weeks, and in these cases all the floorboards, bonnets, spare wheel, and other loose parts are detached, and the car put through its paces with a tester in the rear seat and another in a position to touch parts on the engine. By these means the fault is invariably found in a few minutes and frequently transpires to be some simple little thing such as a control pipe, or where the scuttle joins the dashboard.

Annoying tinkling noises which occur when descending a hill, and disappear when ascending, may be due to a starter pinion moving along the shaft and occasionally touching the flywheel teeth, and in this case the spring has lost its tension and needs changing; this is quite a small matter, and may be easily cured when the cause is known.

Heavy creaks are invariably traceable to the bodywork, and may be due to anything from loose doors to floorboards, but the point where the dash attaches to the chassis should not be forgotten.

Loose Windows

Loose window panes are also not unknown, and are found by tapping with the hand, and all parts such as luggage carriers and number plates should be examined and tightened where necessary. The general cure, in all cases where looseness is not the cause, is grease or oil, and where there is not much time for location a general application to the suspected spots will often result in a sudden disappearance.

Such points as the springs and the shackles have not been mentioned as they are rather obvious and usually the first to be suspected, but shock absorbers of the friction type involving wooden surfaces sometimes emit annoying creaks, and in any case the anchorages to the frame and springs should be given a spot of oil if they are not of the strap variety.

This is a general resume of troubles usually met with by a works testing staff, on both new and old models, and may, perhaps, be of help to owners encountering noises of the nature outlined.

Adjustable Steering Wheel

It is extremely difficult to design a car which will fit all sizes of drivers and give all equal comfort in the driving position. Sliding seats are now almost universal, which is a big step towards a comfortable position, and some cars now have pedals adjustable for length.

The length of the steering column, however, has presented a greater problem, and particularly tall drivers have often found that although they can adjust the seat to suit the length of their legs, the steering wheel then becomes too far away, either for proper control of the car. On the other hand, if the column is long a short driver finds that he cannot reach the pedals without the streering wheel becoming so close to him that a cramped position for the arms is caused.

Easily Moved

The Bluemel Douglas adjustable steering wheel provides for a 3in. extension of the column, and can be moved easily at any time, being secured in position by a clamp. Both the hub of the steering wheel and the column are machined with longitudinal splines, which engage with one another, so that up and down movement can take place, but hub and column must always rotate together. The hub is saw-cut or split on one side, and a clamping bolt is provided across the split. The hub is recessed on its outer periphery, and a hardened cam is formed on one end of an operating lever, bearing against a hardened washer. When the lever is closed by the driver, to a position encircling the hub, the action of the cam causes a powerful pinching action to take place, and the hub is gripped on the splines.

Further grip is provided by means of screwing up the nut on the end of the clamping bolt, but this is in the nature of an initial adjustment, and once the required amount of grip has been attained, so that with the operating lever closed the steerring wheel will not move up or down, it can be left for an indefinite period.

In order to preserve the neatness of the steering column when the steering wheel is in its extended position, a dust cover is provided in the form of a volute spring enclosing the splined column. When central controls are used within the column they must, of course, have a telescopic joint, and are prevented from rattling by a special type of bushing with oil-soaked felt bearing.

In Full Bloom

Alice was taken to a peacock farm. Her mother was engaged in conversation when Alice came to her, breathless with astonishment.

"Mother," she shouted "there's a rooster out in the yard in full bloom!"

HUMBER SNIPE 80 SPORTS SALOON

A Powerful And Refined Car

Quite irrespective of the very remarkable quality of this car relative to its price the Sinpe 80 sports saloon exercises an immediate charm over the motoring senses of the comparative stranger after the first hundred yards. This particular model of the Snipe is a commodious close-coupled four-door saloon, but it is just as supple to the touch as any high-spirited small car, and very nearly, if not quite, as light to handle.

The secret is the responsiveness and the well-trained docility of a powerful engine, able to work without effort. Since its introduction a few years ago this model has gone through a steady process of refinement and improvement, and to-day the current type has the confident poise of a car which seems awere of its own worth. The six-cylinder engine is genuinely smooth, and genuinely quiet, yet it is capable of propelling the car at a maximum speed higher than most drivers often wish to reach, and provides acceleration which enables a keen driver to take advantage of every elusive opening in traffic.

Reference to the acceleration figures will show at once how lively the car is, but figures alone fail to bring out the characteristic suppleness, the lack of vibration, and the easy regularity of the performance. It may be pointed out that the acceleration from a standing start through the gears to 50 and 60 m.p.h. is particularly good, and that the maximum speed is well above the claims made for it in the firm's catalogue.

The speed of 77.59 is the average of times taken with and against a very light wind on a warm spring day, whilst the highest speed recorded with the wind was 78.95 m.p.h. The speedometer proved accurate up to 50 m.p.h., but increasingly optimistic upwards from that point. When the car was timed at 78.95 m.p.h. the speedometer registered round about 88. It is a car able also to travel at a walking pace on top gear.

The engine is well balanced, well "carburated," and freely suspended on rubber cushions, so that its work feels more like the work of muscle and sinew than of mechanism. The power-to-weight ratio is such that it is hardly ever necessary to use the gear box except for climbing steep hills or obtaining super acceleration. The car will take a long, steady 1 in 10 gradient on top gear as if the hill did not exist. Another feature is that there is no particular "best cruising speed;" it is equally happy at all speeds up to the high maximum, and the driver just cruises at whatever rate suits the needs or the whim of the moment, and the road.

On a fast car the suspension is always a matter of importance, for it is desirable not only to be steady and secure at high speed, but also to be comfortable at low speeds. The balance of the Snipe in these two respects is particularly good, also the rear seat insulation is efficient at all speeds.

Steering Not Heavy

From the driving point of view the steering and controls are just as they should be. The steering is not heavy, it is definite enough for accurately placing the car when travelling fast, and there is no noticeable road shock to be felt through the wheel. The gear lever has rather a long travel, and when the driver is accustomed to it the gear change itself is very easy to handle. Synchromesh is provided on top and third speeds, and thus when the clutch pedal is depressed a relatively slow and even movement of the gear lever produces a perfectly easy and noiseless change.

If the free wheel is employed the clutch pedal need not be used except for starting from rest. The indirect gears are particularly quiet running, and the clutch is light to operate, and has a smooth take-up. Indeed the car as a whole is particularly light and easy to drive. The brakes are nicely graduated from the point of view of progressiveness, and are exceedingly powerful, when applied hard. The hand brake will pull up the car, and hold it stationary, down a 1 in 4 gradient.

In connection with the readiness of the Snipe to produce performance, there are several mechanical features of note. For example, the radiator shutters are controlled by a thermostat which causes them to open or close and maintain an efficient temperature in the engine cooling system. But, in addition, the shutters are controlled by the engine oil pressure, and when the engine is stopped the shutters promptly close to conserve the heat. Immediately the engine is started the thermostat is left free to open the shutters back to the necessary position.

Easy starting and quick pulling of the engine from cold are secured by an automatic thermostat control of the strangler of the Stromberg downdraught carburetter, which has a large air silencer on its intake.

A thief-proof device is included in the equipment, for besides the ordinary ignition key there is a lock at the side of the steering column which short-circuits the ignition coil, and also locks the steering. The Stevenson four-wheel jacking system is standardised, and the car has two spare wheels with metal covers. The number of places where chassis lubrication is needed is kept at a minimum by the use of Silentbloc bushes.

Not only is the body most attractive in style, but it is of a very practical type, a close-coupled fourdoor saloon. The adjustable front seats are unusually high-backed, softly upholstered and comfortable, whilst the rear seat, although practically inside the wheelbase to secure maximum riding comfort, gives plenty of knee room.

A sliding roof, anti-glare flaps, twin concealed screen-wipers, concealed pockets in the trimming of the doors, and specially finished companions complete with looking-glass, are further features of the body, which has built into its tail a large luggage compartment. The lid of this can also be used as a luggage platform, and there is even an electric light in its interior. The whole equipment of the car is lavish, in excellent taste, and entirely practical.

This is a very remarkable car for its price.

QUICK FILLING

A very smart chromium-plated all-British single-action filler cap is the latest production to be marketed by London Motor Accessories Co., 19, Charing Cross Road, London, W.C.2.

Called the Alta quick-release filler cap, it is of all-brass construction, and its action is as follows: Set across the diameter of the lid is a brass cylinder containing at each end a spring-loaded ball. As the lid is pressed on to the filler orifice these balls are compressed back against the steel spring, which is enclosed in the cylinder, as they pass over cams before the lid can shut. Naturally, when the lid is shut it requires quite a considerable leverage to lift the balls back over the cams. However, the action of the cap is not stiff in practice, but very definite, since it closes flurmly with an unmistakable "click."

It is supplied for 17s. 6d. for the petrol tanks of Aston Martin, Delage, Hillman, Humber, M.G., Rover, Singer Nine, S.S., Standard, Talbot, and Wolseley Hornet cars; also for M.G. and Aston Martin radiator Caps.

Not Nearly Enough

"A man should reach the top of the ladder before compiling his reminiscences," declares a critic. Two rungs don't make a write.

The Jarred Spring Mounting

Now that attention is focused upon spring suspension in general, and independent front springing in particular, considerable interest attaches to a recent invention which is aimed at securing better results from the orthodox arrangement of half-elliptic springs. The object of the device is to relieve half-elliptic springs of the torsional stresses set up when one wheel of the car is in normal position and the opposite wheel considerably raised or lowered by travel over a hump or hollow in the road. In these circumstances a considerable twist is imposed upon the springs, which are forced out of correct alignment. To eliminate this twist, and to preserve alignment, is the object of the Jarred device. As applied, for example, to the front suspension the arrangement is as follows:—

Each half-elliptic springs is divided in the centre, its stub end being clipped and bolted into suitable housing brackets. These brackets are formed on the ends of a short, stout spindle, and the spindle passes eccentrically through a large diameter bush. The bush in turn is carried in a cylindrical housing attached to the axle bed. When the car is travelling on a level surface the eccentric bushes are at zero point and stationary. If one end of the axle is caused to rise the adjacent spring is compressed, and its anchorage point to the axle bed describes a segment of an arc of which the centre is the point of contact of the opposite tyre with the road. The eccentric bush then turns in its housing leaving the spring free to move without twisting.

During some tests made over a rough road with two early models of the Riley Nine, one standard, and the other fitted with the other fitted with the Jarred system back and front, it was found that the latter car rode more steadily and could be driven at a higher speed without discomfort or lack of stability. The inventor is Mr. H. A. Jarred, Tachbrook Road Service Garage, Leamington Spa.

VARIABLE TRANSMISSION

Automatic Dellread Fluid Operating Gear

A New fluid-operating transmission gear has been introduced by the Dellread Gears (Holdings) Co., Ltd. 2, St. Ann's Lane, Great Peter St., London S.W.1, combining an hydraulic turbine, a fluid clutch, and epicyclic gear, giving the effect of a torque converter in that the gear ratio is automatically varied according to the load. The variation in ratio is not due to hydraulic slip but to definite gearing down. There are no controlling or governing devices.

There are five principal parts in the Dellread gear, the outside casing, the pump member, the secondary member, the vane wheel assembly, and the epicyclic system assembly. The pump member is connected to the driving shaft, which is at the left side of the sectioned illustration. The vane wheel is connected to the sun wheel of the epicyclic system. The secondary member is connected to the annulus of the epicyclic system.

Between the pump member and the secondary member is interposed the vane wheel, and the drive is transmitted to the secondary wheel by means of jets of oil in the usual manner, not direct, but through the agency of curved blades mounted round the periphery of the vane wheel on radial studs, which have flats formed on their inner ends. The flats lie against a spring-loaded ring, which resists the rotation of the blades.

Owing to the fact that the vane wheel is connected with the sun of the epicyclic system, it will be more readily turned than the secondary member (connected to the annulus), and when fluid issues from the cells of the pump member it strikes the blades which rotate against the spring loading and deflect the fluid in a backward direction against the cells of the secondary member, which itself is prevented from rotating in a backward direction by a free wheel with spring-loaded pawls.

As soon as sufficient torque is applied the vane wheel will commence to rotate, until, as the load is decreased, the speed of the vane wheel will approach that of the pump member, when the blades will gradually straighten up, thus causing the fluid to impinge on the secondary member in a more and more axial direction until the secondary commences to rotate, thus increasing the speed of the driven shaft. Eventually, as the load on the driven shaft decreases, the secondary member will rotate at the same speed as the vane wheel, and then the annulus of the epicyclic system will be rotating at the same speed as the sun wheel. In other words, a direct drive has been obtained.

The epicyclic gear used is of the Epirolic friction type, in which the planet wheels take the form of doublerow ball-bearing rollers, which have tapered surfaces and are in frictional engagement with the bevelled surfaces of the annulus and the sun wheel.

PARK OPENED

Sir Frederic Dreyer Present

Weihaiwei, July 16

The Weihaiwei Public Park was formally opened held here yesterday. Mr. Hsu Tung-fan, Special Administrative Commissioner, presided at the ceremoney which was attended by leading foreign and Chinese guests.

Speeches were made by Admiral Sir Frederic Dreyer, Commander-in-Chief of the British Fleet, and Rear-Admiral Hsieh Kang-che, Commander of the Chinese 3rd Naval Squadron.

Following the ceremony, the park was thrown open to the public.—Kuo Min.

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THE USE OF OIL WIDENED

An Important Development of Diesel Motors

In the automotive field, future Diesel operation of power-driven vehicles is commanding the attention of those who do the official thinking and planning for motor vehicle manufacture. The scope of it for the present will include trucks and other units of the commercial vehicle family, together with buses, motor coaches and tractors.

The marine field, to which Diesel has contributed a large measure of progress, also is included in this category, as are the streamlined trains now in process of demonstration by railway companies.

The trend is not confined to America. In Germany, according to a recent dispatch, the Diesel engine is reported to be steadily replacing gasoline and electric motors in all types of power-propelled conveyances. There are approximately 10,000 Diesel-powered vehicles in that country, some 4,500 of which are trucks, and it is predicted that, during the current year, passenger automobiles with Diesel engines will be produced successfully.

Possibilities of Diesel application to passenger cars on this side of the water may appear remote as yet, according to engineers here, but such eventual development is not altogether beyond the realms of probability. In this direction, the Diesel principle gives promise of repeating various stages of progress through which it has advanced in both the marine and aircraft fields.

As the speeds of Diesel operation have been built up, the weight per horsepower has been brought down. At first, Diesel engines were big, heavy and ponderous. Their use was confined to stationary power plants and power for ocean freighters.

Lighter and Faster

Then came refinement toward lighter weight and higher speed in power plants for use in yachts and submarines. It is this lighter weight with large power as now developed that makes the Diesel engine important in its possibilities for automotive purposes.

With high torque and moderate speeds as compared with gas engines, Diesels became a factor of economic value in highway work and began to challenge the gasoline-driven types.

The fuel saving advantage, with the low cost of crude oil fractional as compared with that of gasoline, is ever present in the minds of truck fleet operators, to whom fuel expense is a constant problem. It may be that the oil producers will run up the price of fuel oil as the Diesels get into volume consumption of the crude product, but the economy will have a double application. This will apply to comparative quantity. In simple terms, one mile of operation by gasoline is the approximate equivalent of one and one-quarter miles of fuel oil operation.

In nine American makes of trucks, Diesel power plants produced by the Cummins Engine Company of Columbus, Ind., are now available as optional equipment. The same organization also has two cars entered in the forthcoming Indianapolis 500-mile race. One is of fourcycle operation and the other twocycle. Their trial on the Speedway will be a demonstration of what Diesel can show against gasoline-powered stock and "special" racers, rather than a definite challenge for first place.

On the railway side the development now is in the direction of glorified motor coaches or large-capacity buses operated on tracks. A train of this kind has been placed on demonstration routes by the Burlington line. It uses a two-cycle Diesel engine built by the Winton Engine Company, a General Motors subsidiary.

DONATIONS RECEIVED

The Hon. Treasurer begs to acknowledge with sincere and grateful thanks the following donations towards the funds of the St. John Ambulance Association:—

Dairy Farm Co., Ltd.	$50
Asiatic Petroleum Co.	40
Cheung Yat Sing (a patient)	15

CHINESE BRIDE

In A Colourful Wedding

(Special Air Mail Service)

London, July 6.

One of the strangest weddings of the season will take place in London to-morrow, when the sombre Chinese Embassy in Portland-place, W., will be transformed into a blaze of colour for the marriage of Dr. Sze Ming-Sze, son of Mr. Sze Soa-Ke, former Chinese Minister to London, and now Minister in Washington, to Miss Li Yao Ching, daughter of Mr. Li Ming, chairman of the Bank of China.

Over 200 guests have been invited and the 100 women who attend will be dressed in their native costumes — graceful, tight-fitting dresses of green, gold, crimson, purple and orange.

The bride is to wear a Chinese gown of pink satin.

Very few Europeans will be privileged to witness the quaint ceremony, which involves none of the promises which feature in the British ceremony. The male guests will first assemble on one side of the large reception room and the women on the other.

A clearing will be made for the bride and bridegroom. A witness, Mr. Quo Tai Chi, Minister to London, will stand behind them.

Then there is a matchmaker or introducer, who brings the pair together. This part will be taken by Mr. Liu Chun-Chien, Chinese Minister to Germany.

The bride and bridegroom face the witness, who, instead of the bridegroom, puts the ring on the bride's finger.

Then the witness and introducer bow low to each other. A certificate, which is more or less an attestation of obedience to the marriage laws, is signed by the bridegroom, bride, witness and the matchmaker by means of ivory seals dipped in red paste.

Bow and Speeches

Then the matchmaker reads from the Chinese marriage book. After this the bride bows low to the matchmaker as a token of her appreciation, and the groom follows suit.

Then each bows to the guests—first to the men and then to the women. The witness bows to the wedded couple, and the couple bow to the witness and then to their parents.

Then the witness makes a speech, giving the pair homely advice and wishes for their happiness. They make a return speech, full of polished pleasantries.

The parents make speeches, too, in which they give them advice, and representatives of the women and men guests also make speeches.

More bows. More speeches. Then the guests will have a wedding feast of Chinese food.

The couple are to go to Shanghai, where Dr. Sze is to work in a hospital.

UNPARALLELED CRISIS

In China To-day

Nanking, July 13

Dr. Wellington Koo, Minister to Paris, was received by President Wang Ching-wei (concurrently Minister of Foreign Affairs) yesterday afternoon when he reported on the international situation.

"China is facing a crisis without parallel in the last two or three centuries," Minister Koo declared in a press interview.

"Our friends abroad are entertaining the hope that we will make a supreme effort to overcome the crisis without further delay. In view of our economic and material backwardness, we must seek strength in unity."

Questioned regarding the international situation, Dr. Koo said that the world is suffering from an immense wave of economic depression. The World Economic Conference, convened in London last year, failed because of the unwillingness of the Powers to sacrifice their vested interests.

A policy of protective tariff is being adopted in all parts of the world with a view to restricting imports from other countries, he pointed out.

The World Disarmament Conference, Dr. Koo continued, has also failed, and instead of reducing their armaments, the various Powers are making feverish efforts to prepare for another world war, which may break out at any moment.—Kuo Min.

BRITAIN'S BID

Security Offer Of No Avail

(Special Air Mail Service)

London, July 6.

Mr. Anthony Eden, Lord Privy Seal, speaking at Stoke yesterday, declared that in his view there was no security which a British Government could offer that would enable a Disarmament Convention to be reached.

"I must emphasise" he added, "that this memorandum remains a scheme of disarmament and that I have in no respect changed the view which I expressed to the House of Commons as long ago as February last that, if a Disarmament Convention is to be reached, it can only be reached on the basis of that memorandum."

After referring to the abortive efforts made to obtain agreement on the memorandum on his visits to Berlin, Rome, and Paris, Mr. Eden dealt with the view that agreement could be reached if Britain would offer to do more to meet "the anxieties of the heavily armed Powers."

"That is not so" he proceeded. "In my judgment there is no security which a British Government could conceivably offer today which would of itself enable a Disarmament Convention to be reached. I will tell you why.

"There are two kinds of security which could be offered, the first territorial security. As to this, Great Britain has already gone as far as she can go, in respect of those parts of Western Europe with which she is intimately concerned, in the Locarno Treaties.

"We stand by the Locarno Treaties, but we are not prepared to extend our commitments in respect of these treaties to other parts of Europe with which we are not so intimately concerned."

There remained the question of guarantees of execution—undertakings to ensure that the Convention was carried out. In April the French Government made it clear that there were then no guarantees for the execution of a convention which would enable them to agree to any immediate measure of German re-armament.

"In these last few weeks at Geneva," said Mr. Eden, "a Committee on Guarantees of Execution has, however, been set up, and is now at work. Its report will be examined with care, but we should not, I think, place too high hopes on its effect in our present difficulty."

A Wide Gulf.

While the French Government had consistently refused to agree to any immediate measure of German re-armament, the German Government would not agree to a convention which did not give them some immediate re-armament. There, then, was the gulf—wide and deep, and not bridgeable by any offer in respect of security that a British Government could conceivably make.

The truth was that, while our concern had been emphatically to seek the realisation of a Disarmament Convention, the minds of the other Great Powers of Europe had been otherwise bent. Germany had been occupied with the consideration of her own re-armament, France with the problem of security, Italy with limitation at the present level, while Russia had been concerned to change the whole character of the Disarmament Conference into an instrument for another purpose.

It was no exaggeration to say that Britain had disarmed "to the edge of risk." There was no nation at the present time which looked upon the armaments of this country with suspicion.

"On the contrary," Mr. Eden added, "if there is anxiety at all in respect of our armaments, it is rather a doubt lest, having reduced them so far in a world which has been increasing its armaments, we should not be in a position to fulfil the commitments which we have undertaken.

"These are the responsibilities which no Government can ignore. We are entitled to impress their consideration upon all those who these islands and the peace of the are truly mindful of the safety of world."

120 Per Cent

"How do you spend your income?"

"About thirty per cent for shelter, thirty per cent for clothing, forty per cent for food and twenty per cent for amusement."

"But that adds up to 120 per cent."

"That's right."

HARROW SPEECH DAY

Dr. Cyril Norwood's Farewell

(Special Air Mail Service)

London, July 6.

Harrow Speech Day was celebrated here to-day in the old traditional way, a happy combination of gaiety and magnificence.

This year the occasion was specially memorable as the last "speecher" to be attended by Dr. Cyril Norwood as head master, and there was a big gathering of distinguished parents and visitors.

The sun shone all day long. There was nothing but a gentle quality of coolness in the breeze that blew up and over the Hill. And the women visitors—mothers, and especially sisters—made the most of these "ideal weather conditions" in as fine an array of creations, both of the frock and the hat varieties, as even Harrow could wish for.

Dr. Norwood's speech was dramatic in the absence of any reference to his own approaching departure — about which everyone was thinking—until the very end. At last it came, after a series of references to several other masters who had left or were soon to leave.

"And there is also another," he said, "who is to depart, and of whom I will only say that he is very sorry to go. After all, it is very natural that he should go.

"How far he has used his stewardship well is not for me to say. But I can say this with honesty and without any mock humility, that I have been all the time more conscious of my imperfections than of my merits."

"Not Tied By Convention".

"I, a any rate, leave Harrow," he concluded, "with the conviction that it is not hide-bound, that it is not tied by any tradition or convention. I leave it with the confident hope that the demands of any new age which is coming will not find it unready or incapable of fruitful advance."

Casts of boys played some amusing scenes from The Idylls of Theocritus (in Greek), and from the "School for Scandal," a speech from G. M. Trevelyan's "Clio, a Muse," was spoken by the Hon. P. B. Acheson, the head boy.

There followed the traditional cheering on the steps of famous visitors and guests as they left the speech room, tea in the houses, and the fine finale of school songs sung with Harrow verve and flourish in the speech room.

Among the songs was "Leavers," written by the headmaster, and sung to-day for the first time. The words were appropriate to leave-taking, and the song was sung rousingly, if a trifle sadly. The chorus went:

So say Good-bye and speed us on.
Vain are regret and sorrow:
Good-bye; we love the past that's gone:
The unknown comes to-morrow.

RESORT CLOSED TO PUBLIC

Authorities Get Order on Chapoo Affair

Shanghai, July 16.

Local Chinese authorities have received an order prohibiting foreigners and Chinese in Shanghai from entering certain areas in the Chapoo District, on the Shanghai-Hangchow Highway, where the residents, including members of the Marist and Lazarist missions, were recently ordered by the Chekiang authorities to evacuate at three days' notice on the ground that the areas were to be turned into a fortified area.

The order to Shanghai was sent to the Public Safety Commissioner for the City Government through the Shanghai and Woosung Garrison Commissioner at Lunghua. The Public Safety Commissioner in turn sent a copy of this order to Dr. Paul Hsu, Public Utilities Commissioner for the City Government, asking him to notify the public.

The order clearly specifies the areas which are and will be closed to the public namely, the places south of the Shanghai-Hangchow Highway from Chapoo station to the Hsing Hsing Station, and east of the Highway from the Kanpoo Station to the foot of Taishan Hill. The order says that the public is prohibited from entering the specified areas because the Chekiang Provincial Government is carrying out reconstruction works in the Chapoo section of the Shanghai-Hangchow Highway.

LONG DISTANCE TELEPHONES

Nanking, July 16.

By arrangement between the Ministry of Communications and the Chekiang Provincial Government, direct long-distance telephone services between Shanghai and the various districts in Chekiang province was initiated to-day by the Chekiang Provincial Government.

Telephone communication between Shanghai and Chekiang province has been handicapped in the past owing to conflict in administration of the service by the Ministry of Communications and the Chekiang Provincial Government; but under the new arrangements, traffic will be greatly facilitated as it will be in the sole charge of the Chekiang Provincial Government.

According to the measures announced, with the exception of the Shanghai-Hangchow main telephone line, for the taking over of which the Ministry of Communications has paid a sum of $48,000 to the Chekiang Provincial Government, all the long distance telephone services in Chekiang province hitherto operated by the Ministry are now turned over to the Chekiang Provincial Government. The Long-distance Telephone Bureau established by the Ministry is simultaneously abolished.

As there are only two main lines linking Shanghai and Chekiang province, telephone calls from the various districts in the province to Shanghai will be connected through the Hangchow and Kashing Telephone Bureaux. For ordinary long-distance calls from or to Shanghai via the Kashing office, a fee of 60 cents will be charged. For calls via Hangchow a fee of $1.05 is charged. An extra 5 cents is collected for calls from the International Settlement and French Concession in Shanghai; Paoshan and Nanziang.—Kuo Min.

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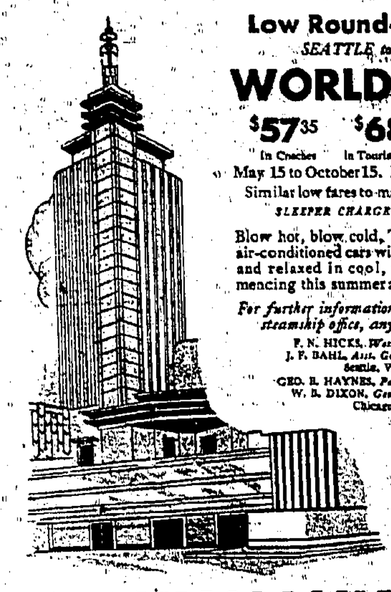

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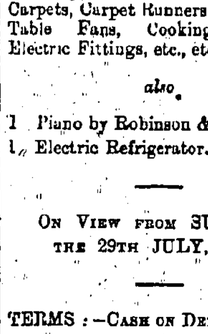

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TO-DAY'S RADIO PROGRAMME

Broadcast by Z.B.W. on 355 Metres

1 to 2.10 p.m.—European programme.
1 p.m.—Local time and weather report.
1.03 p.m.—Recorded music.
1.30 p.m.—Reuter Press Bulletins. Rugby Press news, etc.
1.40 p.m.—A relay of the Rotary Club Tiffin Speech from the Hong Kong Hotel Roof Garden—Professor R. Robertson, M.A. on "Local Economics: Some Aspects."
2.10 p.m. (approx.).—Close down.
4 to 7 p.m.—Chinese programme.
7 to 10.30 p.m.—European programme.
7 p.m.—Closing local stock quotations.
7.08 to 7.30 p.m.—

Orchestral Selections from Musical Comedy

Follow a Star (Ellis)—New Mayfair Orchestra.
The Love Race (Clarke).—New Mayfair Orchestra.
Bow Bells (Sullivan).—New Mayfair Orchestra.

7.30 to 8 p.m.—

From the Studio

Chamber Music by Mr. C. de la Cruz (Violin), Mr. F. Gonzalez ('Cello), and Mrs. Nura Kanis (Pianofote).

Programme

1. Trio No. 5 in B flat.—Mozart.
   (a) Allegro.
   (b) Larghetto.
   (c) Allegretto.
2. Menuet-Pastel.—Paradis.
3. Bourree No. 2.—J. S. Bach.

8 p.m.—Local time and weather report.
8.03 to 8.30 p.m.—

Old Tunes

Band—The Open Road—A Hiking Medley (arr. Debroy Somers)—Debroy Somers Band.
Vocal Gems—Let's Have a Chorus.—Columbia Vocal Gem Company.
Band—Lionel Monckton Memories (Monckton)—Debroy Somers Band.

8.30 to 8.40 p.m.—A relay from Daventry (should reception prove satisfactory).
"An Eyewitness Account of Today's play in the Fourth Test Match Howard Marshall." Relayed from Headingley Cricket Ground, Leeds.
8.40 to 9 p.m.—

Orchestra Music

May Night—Overture (Rimsky-Korsakov)—London Symphony Orchestra conducted by Albert Coates.
1812 Overture—Op. 49 (Tchaikovsky).—Royal Opera Orchestra, Covent Garden.

9 to 9.30 p.m.—

From the Studio

A recital by Maria Gomes (Soprano) L.T.C.L., and Mrs. Renee White (Pianoforte).

1. Pianoforte Solos: (a) Nocturne in B.—Chopin (b) Nocturne in C sharp minor.—Chopin.
2. Songs: (a) Die forelle.—Schubert (b) Frulingsglaube.—Schubert.
3. Pianoforte Solos: (a) Valse—Chopin (b) Valse—Chopin.
4. Songs (a) Die Leiermann.—Schubert (b) Au die Muzik.—Schubert.

9.30 p.m.—Bulletins Reuter Press London 1 p.m. Stock and Commodity quotations.
9.30 to 10 p.m.—

From the Studio

"Topical Talks on the United Kingdom" by Mr. G. C. Pelham (H.M. Trade Commissioner).

10 to 10.30 p.m.—

Dance Music

Fox Trot—After All You're all I'm After.
Fox Trot—She Loves Me Not.
Fox Trot—Blame It on Two Brown Eyes.
Fox Trot—Gosh! I Must Be Falling in Love.
Fox Trot—Sweetheart Darlin'
Fox Trot—The Gold Diggers' Song.
Waltz—One Life, One Love.
Tango—Beside My Caravan.
Waltz—If.

10.30 p.m.—Reuter Press Bulletins. Rugby mid-day Press news, further London Stock and Commodity quotations, followed by New York Opening quotations.
10.40 p.m.—Close down.

DAVENTRY PROGRAMME

11 a.m., Time Signal from Big Tom. The Whitby Municipal Orchestra, conducted by Frank Gomez.
12 noon, Time Signal from Greenwich. An organ recital.
12.30 p.m., England v. Australia—an eye-witness account of the Cricket Test Match, relayed from Headingley.
12.40 p.m., The Western Studio Orchestra, and vocalist, from a Cardiff studio.
1-1.30 p.m., The Birmingham Hippodrome Orchestra.

RADIO MANILA

5 p.m., Studio Musical Varieties.
5.30 p.m., Requests.
6.10 p.m., Spanish Informational Period.
6.30 p.m., English Informational Period.
7 p.m., Alexander, the Mystic.
7.20 p.m., Health Message under the auspices of the Bureau of Health.
7.30 p.m., Mickey Mouse Gum Club—Sponsored by Anton M. Neves Ding Yalong and Mike Velarde.
7.45 p.m., D.M.H.M. Programme.
8.15 p.m., Botica Bole Mystery Programme The Mystery Singer.
8.30 p.m., Stock Quotations.
8.35 p.m., Red Cross.
8.40 p.m., Radio Crusaders conducted by Bernie Nolasco Spanish Day Programme.
9.40 p.m., Opera Hour.
10.30 p.m., Sign Off.

BERLIN PROGRAMME

2 p.m., Dja Announcement (German, English).
German Folk Song
Preview of Programme.
2.15 p.m., Pieces by Max Reger The Berber Quartet
2.45 p.m., Latest News (English)
3 p.m., Off to Helgoland: musik and humor.
4 p.m., Latest News (German).
4.15 p.m., Two Ascents of Kindchinjunga: Paul Bauer's Pioneering Work in the Himalayas. Felicitas von Reznicek.
4.30 p.m., Summer Joys: Duets for Soprano and Tenor. Gertrud Reichart - Wedemann, Hello Bohlen.
4.45 Latest News (English).
5 p.m., Dja Sign Off (German, English).

A MODEST PLAN

To Ensure International Co-operation

The following statement explaining the aims of the recently formed International Tanker Pool was issued by the Council of the Association:

"In view of the widespread interest shown in the International Tanker Pooling Plan, which was put into operation May 4, the Council of International Tanker Owners' Association, Ltd., under whose auspices the plan was launched, feel that it is fitting that they should make a brief statement as to the reasons for and the aims of the plan.

"The pool is an attempt on new lines to bring about the rationalization of an essential international industry. The necessity for some step in this direction was forced upon owners by the pressure of a severe depression under which over three million deadweight tons, or approximately 25 per cent. of the entire tanker tonnage of the world, were lying idle. Conditions are somewhat better to-day, but the necessity for the plan, which has taken many months to work out in detail, and which, has secured the overwhelming support of owners in the countries concerned, remains.

Basic Principle

"The basic principle is simple: it in no way interferes with liberty of action or individual management, but simply provides for reasonable compensation to those vessels which remain laid up and which by so doing refrain from taking part in the intensive competition which in recent years has reduced the trade to such a deplorable condition. There is nothing in the plan which interferes with the normal flow of international trade—the supply is merely automatically adjusted to the demand.

"The plan is modest in its aims, its primary object being to ensure, through international co-operation, that this important trade should be conducted under sound economic conditions on the basis of reasonable remuneration for services rendered.

"The Council wish to emphasize that they regard boom conditions as undesirable, and, in the end, harmful, and there will be no attempt under the plan to bring about any excessive increase in freight rates, nor does the machinery of the plan provide the means to do so.

"The tanker tonnage of the world is still considerably in excess of requirements, and the formation of the pool should not, therefore, encourage the building of additional vessels; in fact, that would endanger the plan itself and might cause discontinuation of the pool operations."

EDINBURGH'S LOW BIRTH-RATE

Infant Mortality Improvement

(Special Air Mail Service)
London, July 6.

Highly satisfactory comparisons in the vital statistics of Edinburgh for 1933 with those of past years are contained in the report of the city Public Health Department, which was issued yesterday.

The report shows that infantile mortality during the year was the lowest that has ever been recorded in Edinburgh. There were 66 deaths in every 1000 births, which compares with 132 in every 1000 during 1900.

Dr. John Gug, the Medical Officer of Health, while expressing satisfaction with the figure, considers that it can be improved still further. He gives a certain part of the credit to the work of the child welfare department. The report adds that it is noteworthy that the number of deaths in the first four weeks of life have not altered since 1932, and it seemed that there was a necessity for further research into and study of the conditions which caused these deaths.

Contrasts in Districts.

During the year there were 5964 deaths, including 3107 females. This death-rate was 13.2 per 1000, which was approximately identical with the average for the past five years, which has been 13.6.

It is arresting to find that the highest death-rate occurred in Morningside ward, which is almost entirely residential, while the lowest was in the densely populated working-class area of Gorgie. The Morningside figure was 15.7, but analysis shows that 68 per cent. of these deaths occurred among people over 65 years of age. The figure in Gorgie was 11.1.

The birth-rate was equal to the lowest that has ever been recorded, being 15.1, the same as in 1918. There was a total of 6835 births, of which 3509 were males and 3326 females. Six per cent. of the births were illegitimate.

Work at ante-natal clinics has increased markedly, as is reflected in the fact that 75 per cent. of expectant mothers passed through the various clinics.

There was a very slight increase in the number of deaths from tuberculosis, the number being 322 as compared with 313 for the previous year. This represents a death rate of 0.71 per 1000.

A "Phenomenal" Fall

Since 1900 the deaths from non-pulmonary tuberculosis have fallen from 270 to 77, and Dr. Guy comments upon what may be the causes of what he describes as a phenomenal fall.

About 60 per cent. of the milk in the city is pasteurised, but as pasteurisation did not come into force until about 10 years ago, he does not think that it has had anything to do with fall in recent years at least.

Rather does he consider that the cause may be attributed in great part to the better standard of living and more widely spread knowledge of hygienic rules for personal and environmental health during the past generation.

The report states that the problem of overcrowding in the smaller houses of the city is still very acute. While the Corporation has accomplished much valuable work, the problem is not yet solved because there are far too many people in the city living in houses which are only fit for condemnation.

The bacteriological work during the year by the city, in co-operation with the University, included an investigation carried out on retail milk samples, which produced, in the words of the report, some very disquieting results. Of 50 samples examined, no fewer than 31 contained bacillus coli in greater number than is permissible in Grade "A" milk.

Poor-Quality Milk

The whole investigation seemed to show that in a large proportion of cases raw milk as ordinarily purchased in the small milkshop was of a poor quality judged from a bacteriological standpoint. Yet it was noted in the investigation that pure, wholesome milk might be obtained from a small and apparently unhygienic looking milk-shop in the slums, and that a thoroughly bad sample might be produced from a more pretentious and superficially cleaner dairy in the suburbs.

Taken as a whole, the results seemed to indicate that "improved methods of milk production on the farm will be completely nullified if the methods of distribution are not at the same time investigated and improved where necessary."

LAMMERTS AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions

TO SELL BY
PUBLIC AUCTION
ON
TUESDAY, JULY 24, 1934
COMMENCING AT 11 A.M.
AT SAI WING GODOWN, WEST POINT
(For Account of the Concerned)

8 Bags White Rice
21 " " " "
6 " " " "
20 " " " " Broken

TERMS:—CASH ON DELIVERY.

LAMMERT BROS.,
AUCTIONEERS.

PUBLIC AUCTION

THE Undersigned have received Instructions

TO SELL BY
PUBLIC AUCTION
ON
Wednesday and Thursday, the 25th and 26th July, 1934
AT
H. M. NAVAL YARD, HONG KONG AND AT KOWLOON AND NAVAL DEPOT
COMMENCING EACH DAY AT 9.30 A.M. with an interval from 12 Noon to 1.30 P.M.

OLD & SURPLUS NAVAL STORES, ETC., ETC.

Comprising:—

40 Feet Steam Pinnace, Fire Engine, Circular Saw and other Machines, etc.

Old Tools, Canvas, Asbestos, India Rubber, Clocks, Glass Tubes, Leather, Electrical and W/T Fittings, Lamps, Oars, Cordage, Canvas Tubing, Blankets, Ice Chests, Furniture, Electric Cable, Drums, Dirty Oil Fuel and Old Metals: *Comprising* Zinc, Brass, Iron, Steel, Lead, Battery Plates and White Metals, etc., etc.

LOTS MAY BE INSPECTED ON TUESDAY, THE 24TH JULY, 1934.

TERMS OF SALE: AS DETAILED IN CATALOGUE.

LAMMERT BROTHERS,
By appointment, Auctioneers to the Admiralty.

PUBLIC AUCTION.

THE Undersigned have received Instructions

TO SELL BY
PUBLIC AUCTION
ON
FRIDAY, JULY 27, 1934
COMMENCING AT 5.15 P.M.
AT THEIR SALES ROOM, DUDDELL STREET.

A VALUABLE COLLECTION OF POSTAGE STAMPS.

Comprising:—

Fine British Colonies, Old Europe, Central and South America, etc., etc., etc.

ON VIEW FROM THURSDAY, THE 26TH JULY, 1934.

TERMS:—CASH ON DELIVERY.

LAMMERT BROS.,
AUCTIONEERS.

CENTRAL THEATRE

SHOWING TO-DAY
DAILY AT 2.30, 5.15, 7.15 & 9.30

"Wharf Angel"

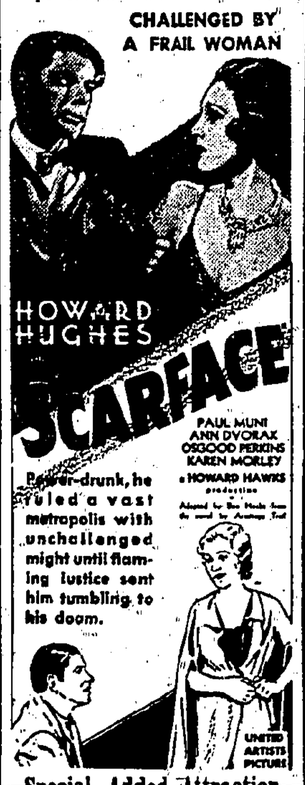
A Paramount Picture with
VICTOR McLAGLEN
DOROTHY DELL
PRESTON FOSTER
ALISON SKIPWORTH

COMMENCING ON THURSDAY
"MIDSHIPMAN JACK"
R. K. O. PICTURE.

LEE THEATRE
FINAL SHOWINGS TO-DAY
At 2.30, 5.30, 7.30 & 9.30 P.M.

A smashing attack against the secret powers that flaunt our laws.

CHALLENGED BY A FRAIL WOMAN



Power-drunk, he ruled a vast metropolis with unchallenged might until flaming justice sent him tumbling to his doom.

—Special Added Attraction—
MICKEY MOUSE
in
"YE OLDEN DAYS"

NEXT CHANGE
CHINESE PICTURE

DIARY OF LOCAL EVENTS

To-day

TUESDAY, JULY 24.

Cinemas.

King's:—"Spitfire."
Queen's:—"Central Airport"
Central: — "Heritage Of The Desert"
Oriental:—"The Cat And The Fiddle."
World:—"Going Hollywood"
Lee:—"Scarface."
Alhambra:—"As Husbands Go"
Majestic:—"The Midnight Club"
Star:—"Tiger Shark"

Miscellaneous

Rotary Club Tiffin. Speaker: Professor R. Robertson, M.A., on "Local Economics: Some Aspects."
Servicemen's Bathing Party, Queen's Pier, 5 p.m.
Moon.—VI Moon, 13th Day.

Sports

Lawn Bowls.—Singles Championship, E. W. Simmonds v. G. Perkins (Kowloon Docks green); A. W. Grimmitt v. L. A. Gutierrez (Craigengower green); A. E. Coates v. V. Petherick (Club de Recrelo green), 5.15 p.m.
Sunrise.—5.51 a.m. Sunset.—7.07 p.m.
Tides.—High at 6.35 and 21.54, Low at 14.24.

WEDNESDAY, JULY 25.

Anniversaries and Holidays.—St. James's Day.
Auctions.—Lammert's Sale of Old and Surplus Naval Stores, etc., H.M. Naval Yard, Hong Kong and at Kowloon and Naval Armament Supply Depot, 9.30 a.m.; Sale of Crown Lands, District Office, Taipo, 11.30 a.m.

Cinemas

King's:—"Spitfire".
Queen's:—"Central Airport"
Central — "Heritage Of The Desert"
Oriental: — "The Mysterious Rider"
World:—"The Stage Mother"
Lee:—"Chinese Picture"
Alhambra:—"As Husbands Go".
Majestic:—"The Midnight Club"
Star:—"Good Companion"

Entertainment

Grand Variety Benefit Concert, China Fleet Club Theatre.

Meetings

New Territories Evangelization Society Annual Meeting.
Hop Yat Church, Caine Road, 5 p.m.
Meeting of St. Andrew's Church Council, 6 p.m.

Miscellaneous

Whist Drive, Seamen's Institute, 9 p.m.
Y.M.C.A. Moonlight Bathing Picnic. Police Pier, Kowloon, 8.30 p.m.
Kowloon Union Church Women's Guild, 10 a.m.
Moon.—VI Moon, 14th Day.

Principal Mails

Inward Air Mail and Steamer Mail from Europe by Ranpura.

Sports.

Lawn Bowls.—Singles Championship, L. R. Whant v. W. Gill (Taikoo R.C. green); H. Hampton v. J. C. Brown (Craigengower green); A. H. Basto v. A. Chapman (Kowloon B.G.C. green); J. Watson v. R. Basa (Civil Service green), 5.15 p.m.
Sunrise.—5.51 a.m. Sunset.—7.07 p.m.
Tides.—High at 7.32 and 22.18; Low at 0.51 and 15.08.

"SPITFIRE"

Katharine Hepburn at Her Best

The versatility and broad power of mimicry of Katharine Hepburn was put to the acid test when the star was called upon to master the difficult idioms and dialect of the Carolina mountains dwellers for her role of Trigger Hicks in her current RKO-Radio picture, "Spitfire," now showing at the King's Theatre.

A last minute change in production plans, made it necessary that she accomplish this with but a few hours' coaching. "Spitfire" was adapted to the screen from Lula Vollmer's Broadway stage success, "Trigger," and in it Miss Hepburn portrays a headstrong and explosive hoyden of the mountains, who mixes primitive piety and faith in prayer with deep human sympathy and tenderness and who is militant against love yet succumbs to the advances of an unworty man.

The characterization, according to those who have seen the picture, is radically different from anything this star has heretofore attempted, either for the stage or the screen calling upon her to be a bewitching hoyden one moment and a battling wildcat the next.

It was at first thought that the Carolina vocabulary would be extremely difficult for Miss Hepburn to learn, since it is the direct antithesis of her flowing, broad "a's," cultivated for the Broadway stage, but the readiness with which she accomplished it was surprising.

In "Spitfire," Miss Hepburn has two leading men, Ralph Bellamy and Robert Young, and the cast of supporting players includes Martha Sleeper, Louis Mason, Sara Haden and many others. The production was directed by John Cromwell.

(Continued on Previous Col.)

TO-DAY ONLY AT 2.30, 5.10, 7.15 & 9.30 P.M.

KING'S AIR-CONDITIONED THEATRE

BOOKING AT THE THEATRE Tel. No. 25313 25332

WITCH AND WILDCAT... HER LAWLESS LOVE SET FIRE TO THE MOUNTAINS!

With ROBERT YOUNG
RALPH BELLAMY

RKO RADIO Picture

— TO-MORROW —

Starring
GLORIA STUART
ROGER PRYOR
with
MARIAN MARSH

Sprightly romance with a night-club background... A delightful story of a Boy and a Girl—embellished with great song and dance numbers!

A UNIVERSAL PICTURE

I LIKE IT THAT WAY

Monte Carlo On The Scene

If you've never been to Monte Carlo you will enjoy seeing the elaborate Deauville Club in "I Like It That Way", Universal's dramatic comedy with music, song and dance, which comes to the King's Theatre on Wednesday.

The lavish settings and brilliant lighting effects in this one scene alone cost many weeks of effort and money. Particular pains were taken by the studio to reproduce in every detail as near as possible the atmosphere and structural spirit of a modern extravagant gambling establishment, where modern Neros come to fiddle while their money burns!

From there the story swings over to a beautiful cafe floor where a bevy of dancing damsels disport themselves in an array of spectacular and bizarre costumes.

Of special interest is the nudist number in this picture, which is said to be particularly daring yet beautifully done. The singing is led by Gloria Stuart as Dolly Laverne, glamorous hostess of the establishment.

WHARF ANGEL

Victor McLaglen Back Again!

"Wharf Angel," a story of the old, liquor-drinking, two-fisted-fighting days of the famed Barbary Coast, comes to the Central Theatre to-day. It is a Paramount film, directed by William Cameron Menzies and George Somnes, and has for its principal players Victor McLaglen, Dorothy Dell, Preston Foster and Alison Skipworth.

Dorothy Dell is the blonde, singing star of the Ziegfeld Follies whom Paramount took to Hollywood on a long term contract. This is her first screen appearance, and in the picture she plays a hostess in a tawdry dive in the very centre of the hell-raising Coast.

Into her life have came many men but it is not until she meets Foster, fugitive from justice, that she alters her path of life. Not even hard-boiled McLaglen, burly, fighting sailor, can take her from the one man who has touched her heart.

RICHARD DIX

In "Shooting Straight"

One of the most difficult scenes ever attempted in a talking picture was filmed during the production of "Shooting Straight," Radio Pictures' drama starring Richard Dix, which opens to-morrow at the Alhambra Theatre.

George Archainbaud, director of the film, and Eddie Cronjager, cameraman, were called upon to use the utmost in technical skill during the filming of the scene.

It was necessary for Dix to make an inspection of a pool hall and gambling den, pause at every table, reply to wise-cracking remarks and keep up a running fire of conversation with the proprietor Mathew Betz.

Eighteen players spoke individual lines into the microphone. The scene lasted ten minutes and the cameras and microphone, travelling behind Dix on the "dolly," covered nearly four hundred feet during the scene.

TO-DAY ONLY ALHAMBRA THEATRE At 2.30, 5.20, 7.20 & 9.20 p.m.

CAR SERVICE
FREE TRANSPORTATION
for
Car and Passengers on Vehicular Ferry with Purchase of a minimum of 2–$1.10 tickets.

TO-DAY ONLY CINEMA STAR At 2.30, 5.20, 7.20 & 9.20 p.m.

Jessie Matthews
in
"GOOD COMPANIONS"

TO-DAY & TO-MORROW QUEEN'S At 2.30, 5.10, 7.20 & 9.30 p.m.

RICHARD BARTHELMESS
SALLY EILERS
TOM BROWN
in
CENTRAL AIRPORT

See... The Crash of the Air Express!... The Wild Plane Diving for the Crowded Grandstand!...The Blind Flight over the Caribbean with Human Freight Lashed to the Wings!... Spills, Leaps, Crack-Ups in a Break-neck Carnival of Thrills!

First National Pic.

TO-DAY AT THE CINEMA

HONG KONG

KING'S—
"Spitfire"
QUEEN'S—
"Central Airport"
CENTRAL—
"Wharf Angel"
ORIENTAL—
"The Cat And The Fiddle"
LEE—
"Scarface"

KOWLOON

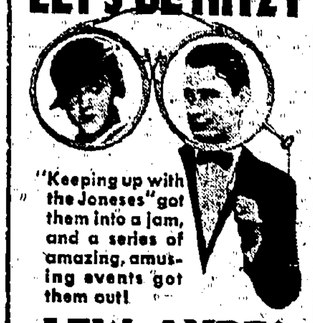
ALHAMBRA—
"As Husbands Go"
STAR—
"Good Companions"
MAJESTIC—
"Let's Be Ritzy"

Coming

KING'S—
"I Like It That Way"
ORIENTAL—
"Mysterious Rider"
ALHAMBRA—
"Shooting Straight"

MAJESTIC THEATRE
Nathan Road, Kowloon. Tel. 57222.
TO-DAY & TO-MORROW
At 2.30, 5.20, 7.20 & 9.20 P.M.

LET'S BE RITZY



"Keeping up with the Joneses" got them into a jam, and a series of amazing, amusing events got them out!

LEW AYRES

With Patricia Ellis, Frank McHugh, Isabel Jewell. Directed by Edward Ludwig from a play by William Anthony McGuire. Presented by Carl Laemmle. A UNIVERSAL PICTURE.

—NEXT CHANGE—
"FOUR FRIGHTENED PEOPLE"
WITH
CLAUDETTE COLBERT.

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TAKE ANY TRAM OR HAPPY VALLEY BUS

ORIENTAL THEATRE

FLEMING ROAD WANCHAI TEL. 28478

LAST 4 TIMES TO-DAY
HERE'S A BIG QUALITY PICTURE PLAYED BY AN ALL STAR CAST

WONDERFUL SONGS, MUSIC, DANCES, COMEDY AND PRETTY GIRLS

TO-MORROW & THURSDAY
A BETTER WESTERN THAN YOU EVER SAW BEFORE! ACTION! COMEDY!

CENTRAL AIRPORT

At The Queen's Theatre

"Central Airport" now showing at the Queen's Theatre with Richard Barthelmess in the leading role, is a thrilling air picture of commercial flyer of peace rather than that of war as shown in his recent film "The Dawn Patrol."

There are quite a number of breath-taking flying scenes in the picture which has an interesting love-triangle story as the background. Barthelmess is shown as a commercial aviator who believes a flyer's place is in the sky and not in the home, but his brother, Tom Brown has just the opposite viewpoint. Sally Eilers is cast as the girl who wants Dick's love but Tom's security. Both love the girl and Tom eventualy succeeds in winning her hand. Broken-hearted, Dick deserted commercial flying to join an air circus to drown his sorrows.

Those who like thrills and quick action drama should see this picture, which apart from its unusual background has an excellent supporting cast which includes Glenda Farrell, Harold Huber, Claire MacDowell and James Murray.

The Truth of It

It was discovered that a debt-collector had misappropriated money from every bill he handled. He seems to have been embezzling from all accounts.

How True

Dasher: "How many controls have you on your wireless set?"
Henpeck: "Three, old chap. My wife, my mother-in-law and my youngest daughter."

AS HUSBANDS GO

At The Alhambra

This film may be classed as comedy, since no harm is done by the heroine, in her flirtation with an Englishman in Paris. That is to say that the heroine is a married woman. She goes to Paris with a chaperone and they both get into mischief. The chaperone falls in love with a delightful French gentleman, who frankly needs her money, and the heroine falls in love with this young Englishman.

Then comes the parting, and they have to return home to America. The lovers follow, and the situation arises in the home of the heroine, at Dubuque, Iowa. The husband skillfully manipulates a difficult situation, which the women make a mess of.

The chaperone has a daughter, who at first does not think very highly of the French gentleman, but eventually overcomes this repugnance. The young Englishman decides that he had better return to Europe, and so everything ends up happily. There are no homes broken up, and the elderly lady keeps her Frenchman.

As the latter explains to the daughter, who accuses him of wanting her mother's money, "Of course, if she didn't have that money, how could we be happy?"

The acting is very good indeed, and this Lasky production will please any one, who goes to see it.

Fits Like a Glove

Clerk: "That coat fits you like a glove, sir."
Purchaser: "So I see. The sleeves cover my hands."

Beautiful!

"Say!" exclaimed the man of the house. "Who told you to plant petunias there?"
"Your wife," said the yard boy. "Pretty, aren't they?"

Really Beautiful!

. . . and of a New Smartness.

MORE OF THE NEWER SUMMER MODES. SUPERIOR IN STYLE AND FIT.

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CHINA EMPORIUM LIMITED,

The Most Modern Department Store in Hong Kong.

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CHUZENJI (Nikko) LAKESIDE HOTEL.
GIFU:— NAGARAGAWA HOTEL.
KAMAKURA:— KAIHIN HOTEL.
KARUIZAWA:— MAMPEI HOTEL, MIYAKA HOTEL.
KOBE:— ORIENTAL HOTEL, TOR HOTEL.
KOSHIEN:— KOSHIEN HOTEL.
KYOTO:— KYOTO HOTEL, MIYAKO HOTEL, KYOTO STATION HOTEL.
MATSUSHIMA:— *PARK HOTEL.
MIYAJIMA:— MIYAJIMA HOTEL.
MIYANOSHITA (Hakone):— FUJIYA HOTEL.
NAGASAKI:— JAPAN HOTEL.
NAGOYA:— NAGOYA HOTEL.
NARA:— NARA HOTEL.
NIKKO:— KANAYA HOTEL.
OSAKA:— DOJIL HOTEL, OSAKA HOTEL, TAKARAZUKA HOTEL.
SHIMONOSEKI:— SANYO HOTEL.
TOKYO:— IMPERIAL HOTEL, MAMPEI HOTEL, MARUNOUCHI HOTEL, OMORI HOTEL, YOKYO RAILWAY HOTEL.
UNZEN:— KYUSHU HOTEL, YUMEI HOTEL, SHINYU HOTEL, UNZEN HOTEL.
YOKOHAMA:— HOTEL NEW GRAND.

IN TAIWAN (FORMOSA):—
TAIHOKU:— TAIWAN RAILWAY HOTEL.

IN CHOSEN:—
HEIJO — HEIJO RAILWAY HOTEL.
KEIJO:— OKURA HOTEL.

IN MANCHURIA:—
CHANGCHUN:— YAMATO HOTEL.
DAIREN:— YAMATO HOTEL.
HOSHIGAURA:— YAMATO HOTEL.
HOTEN (Mukden YAMATO HOTEL).
RYOJUN (Port Arthur):— YAMATO HOTEL.

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A WEEK OF BRITISH FLYING NEWS

New Single-Seater Fighters Designed

New single-seater fighters designed primarily for the protection of London from aerial attack, general-purpose aeroplanes which illustrate the latest form of the adaptable and peculiarly British type of military flying machine that has been evolved to meet the needs of Royal Air Force police and patrol work in the Middle East, improved models of twin-engined bombing 'planes, a "direct control" autogiro, an amphibian, and a biplane built for use with the Fleet Air Arm that embodies a novel kind of buoyant fuselage, make up the group of aeroplanes listed for inclusion in the New Type Aircraft Park at the R.A.F. Display on June 30. The majority of them, together with many other machines, will be on view at Hendon aerodrome two days later when the Society of British Aircraft Constructors will hold its third Flying Display and Exhibition.

Year by year the Park provides a glimpse of some of the more recent advances in British aircraft design and construction. There the visitor sees aeroplanes which may be included within the next few years in the standard equipment of the Service. New ideas in streamlining, in engine installation, in the storage of essential load, in affording protection for the crew, and in many other ways making for more efficient aircraft, are perceptible. The Park, in effect, provides a yardstick by which the informed observer may assess progress and estimate, with some degree of accuracy, advance that is likely in the near future. This year, the Park possesses unusual technical interest.

AIR DEFENCE

Five of the new aeroplanes come within the single-seater fighter category. One of them is an interceptor fighter, intended, as its style implies, for the chase and interception of enemy raiders in the few minutes available from the moment of crossing the English coast and arrival over London, only sixty miles away. Four are defence fighters capable of remaining aloft for longer periods on one fuel load than the interceptor; their duty may be phrased in two words as "combat patrol," and they are designed and equipped for operation by day and night. All five represent important advance in the design of this class of military aircraft, one of those in which the British aircraft industry, stimulated by the exceptionally severe tactical demands implicit in the proximity of London to foreign soil, has produced aeroplanes that have no rival.

The new "interceptor" is the Hawker high-speed "Fury" powered with a Rolls-Royce evaporatively-cooled "Goshawk" engine. This machine, in an earlier guise, was officially timed last year at a level speed of 250 miles an hour, with full load on board, which made it easily the fastest military aeroplane in the world. Since then it has been reconstructed, and, though no figure may yet be given, the craft can be assumed, on excellent authority, to be capable of still higher speeds. In design it closely resembles the "Fury" biplanes which have been for the past three years the standard "interceptor" fighter of the Service, but it has wings of smaller area—measuring only 30 feet from tip to tip—is much more finely streamlined and has faired cases over the wheels to reduce resistance. The engine is cooled by steam.

Mr. R. J. Mitchell, designer of the famous racing seaplanes that in 1927, 1929 and 1931 won the Schneider international trophy and set new world speed records, has tackled singleseater fighter design for the first time in the Supermarine monoplane which comes next on the official list. This new machine, known by the manufacturers under the name "Spitfire," is an all-metal low-wing monoplane—in this resembling the Schneider racers—in which the wings form a cantilever structure without external bracing struts or wires. The "Goshawk" engine is cooled by steam, the condensers are located in the leading or front edges of the wings and offer no resistance to forward movement. Its wing-span from tip to tip is 46 feet. High speed and terrific performance are apparent in every line of a beautiful machine.

STEAM-COOLING

Second among the "day and night" fighters is placed a Hawker all-metal biplane that has been built as a private venture by the company. It, too, derives power from a steam-cooled "Goshawk" motor; the leading edge condensers are supplemented by a small retractile radiator which may be withdrawn within the structure of the machine or let out into the airstream at the will of the pilot. Its wing-span is 34 feet.

Shaft drive between engine and airscrew, with the idea of permitting unrestricted view for the pilot, is the outstanding feature of the Westland fighter, which is the first machine of its type to be flown successfully with this kind of propulsive mechanism. The engine, a modified "Goshawk," is located centrally and transmits power to an ordinary tractor airscrew in the nose through gearing and a long shaft. The pilot sits between airscrew and engine, which is housed entirely with the fuselage; the exhaust pipes protrude from the side. To give the pilot clear outlook backwards the upper wings are swept down in the fuselage; when seated with his chair normally adjusted the pilot can also see underneath the top plane to port and starboard. The machine is constructed entirely of duralumin, with doped linen external coverings. Its wing-span is 38½ feet.

One of the new "Perseus" sleeve-valved engines provides in the Bristol "Bulldog" Mark IV. fighter. This, the first successful sleeve-valved aero engine in the world, has been developed in the course of eight years of steady development, and holds great promise for future use in military and civil aircraft. Capacity for capacity, the "Perseus" gives higher power output with lower consumption of fuel and oil than has ever been attained in a comparable overhead poppet-valved engine of orthdox design, and its simplicity of structure, with few cylinder parts, makes for utter dependability and practical elimination of all "maintenance" work. The aeroplane into which it is now fitted is a recent version of the famous "Bulldog" biplanes that are flown in certain Royal Air Force squadrons and in some Dominions and foreign air forces; it carries the full and elaborate equipment needed for operation by day and night, and is capable of extremely high performance in speed and rate of climb.

DIVING-BOMBING INFLUENCES DESIGN

Another group of five aircraft will illustrate modern ideas in the building of general-purpose aeroplanes. Here again the monoplane formula has one adherent, the Westland "private venture" machine built for general-purpose bombing and torpedo-carrying employment to the lines of an Air Ministry specification numbered G.4/31. Its design was governed largely by the advent of diving-bombing, the new technique of bomb-aiming in which the aeroplane itself is directed at the target in a "terminal velocity" dive at a nearly vertical angle, the bomb being released near the lowest point of the dive. Thus, the Westland aeroplane has the pilot seated in front of the wing, giving him the best possible view forward and downward. Around this central idea the Westland designers have planned an impressive high-wing monoplane. Power is supplied by a Bristol "Pegasus" air-cooled radial motor. The performance of the machine, which must not yet be disclosed, is extremely good; an interesting detail is that the struts that brace the wings are shaped to contribute to the total lift, and thus add to the effective wing area. The wings are equipped with a patent form of split flap at the trailing of rear edges; this acts as an extremely efficient air brake, when coming in to land and enables descents to be made at a steep angle of glide. The gunner-observer is accommodated in a second cockpit aft of the main plane which has an openable transparent cover, affording complete protection from the airstream. Duralumin is the metal employed in construction. The wing-span is just over sixty feet.

Two more versions of the world-famous "Hart" biplane will be on view. One of these has the new Napier-Halford "Dagger" H-shaped engine, and the other is powered with a "Pegasus." The "Dagger"-powered machine is known to be extremely fast; its engine has twelve long cylinders, arranged in four banks of six like the uprights of the capital letter "H."

OBITUARY

Funeral Of Mr. A. J. Castilho

The funeral took place yesterday of A. J. Castilho, aged 26, who passed away at his residence at No. 26 Wong Nei Chong Road on Sunday, following a lengthy illness.

There was a very large attendance of Portuguese residents at the funeral as the deceased was a popular member of the younger set. The Rev. Fr. Page officiated and the principal mourners were the father of the deceased, Mr. A. F. Castilho, who is in the accounts department of the Post Office, Messrs. L. A. and T. Castilho (Brothers) and Mr. F. X. Delgado (brother-in-law).

There were a profusion of wreaths sent by many friends of the family.

Prominent American Hostess

San Francisco, July 22.

The death has occurred of Mrs. William Crocker, wife of the banker, Mr. William Henry Crocker.

Prominent in society circles, Mrs. Crocker was noted for her lavish scale of entertainment at her palatial mansion at Burlingame, California.—Reuter

CAPT. J. T. JEFFERY

The funeral of Capt. J. T. Jeffery, who died at Bigbury-on-Sea, took place at St. George's Church, Modbury, the Rev. A. Calder, M.A. (vicar), officiating.

The mourners were Messrs. Leslie, Bob, and Peter Jeffery (sons), Mesdames Helmer, Harris, and Irish, and Mr. G. Blackler (cousins).

Capt. Jeffery, who leaves a widow, daughter, and three sons, was born at the Manor House, Modbury, in 1870. He went to sea in sailing-ship days with the Hudson Bay Company, and later the P. and O.S.N. Company, and retired in 1917, owing to the strain of the submarine campaign.

From 1914 until his retirement he was carrying troops and Government dispatches, and never lost a single life, for which service he received one of eleven silver cigarette cases presented by the Lords of the Admiralty, as well as a testimonial of thanks from the Government of India.

After his retirement he lived at Sutton, Surrey, and annually visited, with his family, Modbury and Bigbury-on-Sea.

HONGKEW FIREMEN'S BUSY NIGHT

Ambulances Take Six Chinese to Hospital

Shanghai, July 17.

Three calls in an hour and a quarter proved the luck of Hongkew Division of the Shanghai Fire Brigade last night, one of the conflagrations being seen by watch-towers all over the International Settlement, while ambulances were called to two of the three.

One alarm was for 57 Santal Road, a Chinese house which was badly damaged before the flames were brought under control. Nos. 55 and 53 being slightly burnt. Another call was to an alleyway off North Honan Road, near Haining Road, where eight houses were involved in a blaze seen for a long distance, two being badly damaged. A Chinese resident of one house was taken to St. Luke's Hospital, suffering from burns to the face, arms and legs.

The cast call wes received at 12.15 a.m., to Kungping and East Seward Roads, an ambulance responding a couple of minutes later.

At the last fire five Chinese were taken to hospital, one man and four women. The man was taken to St. Luke's suffering from contusions to the back, and the women to the Shanghai Sanatorium Clinic in Range Road, three suffering from bruises of wounds to the face and one from burns in the back.

ECHOES OF 1861

39—Criticism Of The Legal Department

Although we fully appreciate the Governor's ardent and often expressed desire to extricate the public service of this Colony from the stigma under which it has so long existed, and although we entirely approve of many of the steps taken to attain this desired end, still we must say that a practice has prevailed regarding the incumbents of acting appointments, which if persevered in, will tend materially to frustrate His Excellency's plans towards amelioration.

Take the case of Mr. Green for instance. He acted as Attorney General for some time, and then giving up a good practice he became Acting Chief Justice. In each of these capacities he had a seat in the Legislative Council. He only received half pay and acquitted himself, especially on the Bench, in a highly satisfactory manner. One would have thought that he had established a strong claim upon the Government—but no! after reaching England, all he could obtain was an offer of the Chief Magistracy which was quite unsuitable to his tastes.

Then again there is the case of Mr. Kingsmill. He has been acting Attorney General off and on, for some years, has been most zealous and efficient, has had a seat on the Legislative Council, and has drawn half pay only. A new Attorney General comes out and Mr. Kingsmill will be told we suppose that the Government feel under a deep obligation to him and regret that they no longer require his services. Really it is unfair and by no means complimentary to the service.

There is too much parsimony altogether in the legal department, and the public service suffers very much in consequence. The Chief Justice has too much to do, and when he is taken ill the vehicle comes to a deadlock. There should be a puisne judge; the Chief Magistrate should take the Attorney General's place in that functionary's absence, and there should be two Assistant Magistrates. It is strange after being so many years here that the two fags of the service should be Mr. Alexander and Mr. May. How the latter manages we do not know. He is assistant Magistrate, Coroner, Sheriff, and has Cowloon to look after besides.

Around the Courts

MRS. E. J. CLARKE ROBBED

A burglary at No. 23 Taipo Road, the residence of Mrs. E. J. Clarke, on July 19, was recalled at Kowloon Magistracy yesterday when Wong Choi, Mok Lau and Li Cheung were charged with theft and a woman, Luk Chung-kwai, mother of Wong Choi, with receiving stolen property.

According to Detective Sergeant Poyntz who prosecuted, the three men stole a manicure set, a pair of opera glasses, a silver photo frame, a gold bangle and a pair of ear-rings from No. 23 Taipo Road through an open—window.

On information received, the police arrested Mok Lau and Li Cheung, who admitted having taken part in the burglary. After making further investigations, the police went to a house in Reclamation Street, Yaumati and arrested Wong Choi.

Some of the stolen property had already been sent to Macao, but some was recovered from a jar containing rice.

The woman told his worship that she did not know that there was stolen property in the house.

Detective Sergeant Poyntz admitted that he had very little evidence against her, and it was quite possible, judging by the way in which the property was hidden, that she did not know anything about it.

She was accordingly discharged.

Wong Choi was sentenced to six weeks, and Mok Lau and Li Cheung, who each had a previous conviction, were each sentenced to three months' imprisonment.

FIGHTING FOR FUN!

Abdulla Zabar and Din Mohamed, two Indian watchman who appeared before Mr. Wynne-Jones at the Kowloon Magistracy yesterday with bandages round their heads, pleaded that they were only fighting for fun when made to answer a charge of disorderly conduct. His Worship imposed a fine of $10 on each, remarking that it was their job to keep order and not to create a disturbance.

* * *

Want of technique is said to account for the dismal failure of an aged pickpocket who sought to rob a street hawker in Pottinger Street of a purse, the tug at the pocket arousing the sleeper who had little difficulty in detaining Chung Shing, who was bound over for one year to be of good behaviour on account of his age, when he appeared before Mr. Macfadyen yesterday.

* * *

Several returned banishes were brought before Mr. Wynne-Jones at the Kowloon Magistracy yesterday morning. Lee Yiu-kwong, arrested three times before for Breaches of the Deportation Ordinance, was sentenced to 12 months. Bilished for life from Singapore, and banished from Hongkong for 10 years, Tsang Cheung-hing was arrested over the week-end. He pleaded guilty and was sentenced to nine months.

* * *

Leung Fuk, an amah, remanded from Saturday on a charge of theft of a diamond ring from her mistress, Tang Kit-hing, at No. 122 Gloucester Road, was sentenced to six month's imprisonment when she appeared before Mr. Hamilton, at the Central Magistracy yesterday.

* * *

Fung Lung, 32, a cargo coolie, was charged before Mr. Wynne-Jones at Kowloon yesterday for theft of 32 metal watches valued at $2.50 each from the Dutch steamer Grootekirk, lying alongside Kowloon Wharf betwen July 7 and 11. Defendant was arrested on July 21 in Reclamation Street. Detective Sergeant Cashman applied for a remand of seven days, which was accordingly granted.

* * *

Li Sang, an electrician at the Royal Naval Dockyard, was fined $50, or one month's hard labour, by Mr. Hamilton, at the Central Magistracy for the theft of 50 ebonite rings from the Dockyard. It was stated that defendant had been in the service of the Dockyard for six years. The rings were found tied round his legs.

MARINE COURT CASES

Fishing In Cable Area

Before Commander Hole at the Marine Court yesterday morning, Chan Ngau aged 39 years, master of Boat No. 3393Y, was charged with fishing in the Government Cable Area near the Star Ferry Wharf last Sunday morning, without permission from the Harbour Master.

The defendant admitted the offence and was fined $5 or, in default, five days' hard labour.

* * *

Passengers instead of Cargo

For unlawfully using her Cargo boat for the conveyance of six passengers on board, Chan Chung Ng, mistress of Cargo Boat No. 287V, was fined $12 or twelve days' hard labour.

* * *

Loitering in Naval Anchorage

A fine of $10 or, in default, one week's hard labour was imposed on Chan Sze, 31, mistress of Boat No. 4289V, who was charged with unlawfully loitering her boat in the Royal Naval Anchorage last Sunday morning.

* * *

Lying In-shore

Leung Lo 29, master of Boat No. 2993V and Cnan Mui 62, mistress of Boat No. A2364Y, who were charged with lying their boats inshore within 100 yards from the Low Water Mark, during prohibited hours last Saturday night at Wanchai near the Sanitary Wharf, without having the written permission of the Harbour Master, were each fined $10 or in default one week's hard labour.

A TRAGIC WEEK TWENTY YEARS AGO

At St. Peterburg.—On the morning of July 24th, President Poincare, (visiting Russia) embarked for his return to France. Paleologue (French Ambassador) receives a telephone call, "Austria has sent an ultimatum to Servia." At 12.30 p.m., conference with Sazonov, (Minister, for Foreign Affairs), at which Buchanan, (British Ambassador) is present. Paleologue says, "I do not hesitate to pronounce myself in favour of a firm policy."

Buchanan refuses to commit Great Britain. "I fear that our public opinion is yet too far from understanding what national interest so obviously commands us to do."

Sazonov has a meeting with Ianushkevich, Russian chief-of-staff. At this interview General Dobrorolski, director of mobilisation declares that a partial mobilisation is impossible, as such would completely disorganise a general mobilisation.

At a council of ministers it is decided that Russia will get into touch with the other powers in order to ask Austria to prolong the time for the ultimatum, and to advise Servia not to resist but to place herself in the hands of the powers. In spite of the advice of the technicians, the ministers for War and Marine, are authorised to mobile four military districts, Kiev, Odessa, Moscow, and Kazan, as well as the two fleets, Baltic and Black Sea.

That evening at the ministry for Foreign Affairs, the German ambassador, "face congested and eyes flashing" comes out from an interview. Paleologue enters to Sazonov. The discussion with Pourtales (German ambassador) has been violent. The Russian minister declared to the German ambassador that Russia would support Servia to the end. In vain Pourtales insisted upon "the solidarity of the monarchies" and the danger of encouraging attempts upon sovereigns. Sazonov avoids an answer, but to a question of Pourtales, he finally shouts, "I have no feeling of hatred towards Austria, merely one of contempt."

Paleologue asks Sazonov one question, "May I notify my government that you have not ordered any military measures?" "None. I can affirm that. We have only decided secretly to call in the 80 million roubles which we have deposited in German banks."

Sazonov was not speaking strictly the truth, because he made no mention of the decision made that afternoon, concerning the two fleets and the four military districts.

At London.—Grey in a cabinet meeting reads the Austrian ultimatum to Servia. The cabinet decides to keep the fleet concentrated. The previous evening Churchill was dining with the German Ballin, director of the Hamburg America line. Ballin seemed thoughtful and declared that the situation was serious. "I remembered having heard old Bismark say one day, that the great European war would be caused by some affair in the Balkans. All depends upon the Tsar. What will he do if Austria defeats Servia? Some years sooner, there would have been no danger, because the Tsar was afraid for his throne. But now he felt safer."

LICENSING BOARD MEETING

Applications For Wanchai Premises Rejected

An application by Mr. Aaron Landau for a restaurant keeper's adjunct license in respect of a new restaurant to be known as "Jimmy's Annex" had to be withdrawn at a meeting of the Licensing Board held yesterday. It was disclosed that the new restaurant is on premises formerly occupied by the Queen's Cafeteria and that a current licence is in existence relative to that address and had been issued to a Mr. Yu Man Cho, who has not applied to the Board for the transfer of his licence to any other party.

The Hon. Sir Thomas Southorn presided over the Board, others present being the Hon. Mr. R. E. Lindsell, the Hon. Mr. J. Owen Hughes, Mr. J. L. McPherson, Mr. H. B. L. Dowbiggin, Mr. J. M. Wong, and Mr. W. M. Thomson (Secretary).

Applications in respect of licenses for certain premises in Wanchai were turned down on the ground that there were sufficient facilities already in that locality.

Mr. Leo D'Almada e Castro, Jnr., instructed by Mr. C. D'Almada e Castro, appeared on behalf of Mr. Landau.

The Chairman:—I understand that this application is being made on behalf of Mr. Landau for the building now known as Queen's Cafeteria. I am advised that there is already a licence in the name of Yu Man Cho for this building. I am afraid, under the circumstances, we can take no action unless and until the present licensee applies for it to be transferred to some other name. We have no such application, so we are unable to proceed to-day.

Mr. D'Almada:—The position, as I understand it, is that the present licensee is no longer in the Colony. He is a judgment debtor with execution issued against his premises. I was wondering whether, under the circumstances, the existing licence could be washed out, or, alternatively, whether this Board could grant Mr. Landau his application conditional upon his making some attempt to get the present licensee to withdraw his licence or take the necessary steps for transfer.

No Power

The Chairman:—We have no power in this matter at all. We are governed strictly by the Ordinance. We had to make a precisely similar order in a previous case. The applicant can wait until the licence expires.

Mr. D'Almada:—I do not think the law prevents the issue of an other licence, conditional on the earlier licence being cancelled.

The Chairman:—We went into this very carefully before, and on legal advice we found we could do nothing in the matter.

Mr. Dowbiggin:—If strikes me that if a publican or licensee is no longer in the Colony, his licence is not effective.

Hon. Mr. Lindsell:—It may be a cause for cancelling the licence. He is rendering himself liable to have his licence forfeited.

Mr. D'Almada agreed to withdraw the application and ascertain what steps could be taken in the matter.

Another Case

A similar point was raised in respect of an application by Lother Hammann for the transfer of the adjunct licence of "Jimmy's Kitchen," Wanchai, to himself from a man named Hemphar, present holder of the licence.

It was pointed out that no application had been received from the present licensee who had gone to Manila.

Wanchai Well Provided

The application of Mrs. Owari Kawakami for a restaurant keeper's adjunct licence in respect of the Kawahau Restaurant, 64, Gloucester Road, was refused on the ground that the area was already adequately supplied with licensed premises.

Mr. T. H. King, Deputy I.G.P., pointed out that the application was refused last year. He thought it would be rather a retrograde step to increase the number of licensed premises in the area. There were at present four restaurant keeper's adjunct licences in existence and in addition two Japanese hotel licences and one Chinese hotel licence.

On similar grounds the application of Yee Lai for an adjunct licence for the European Cafe, 27, Johnson Road, was refused.

Applicant said he had had no previous experience of running licensed premises. A liquor licence would improve his business.

A discussion took place with regard to the hours in which a holder of an adjunct licence might sell liquor. It was decided that no alteration to the present hours are considered desirable. Six licence holders were asked their views and four were of that opinion. One, who had hoped to cater for the patrons of Queen's Theatre had expressed himself in favour of later hours.

It was pointed out that late hours would interfere with the business of those who held full licenses, who had to pay much higher fees.

INDIAN GUARD SENTENCED

Three Years For Shooting Colleague

JUDGE'S COMMENTS

Sentence of three years' hard labour was passed by His Honour the Chief Justice yesterday on Sarwan Singh, who was found guilty last week of "wound with intent" an Indian guard named Sarwan Singh, on board the river steamer "Fatshan" in April last.

After the jury had returned their verdict on Friday his Lordship ordered the case to be put over until yesterday as he found it a "very difficult case."

The father of the accused, Gergin Singh appeared in Court yesterday and asked his Lordship for mercy on the prisoner, as he was his only son, and as he was young and a victim to opium.

Mr. Fraser, for the Crown, said he would rather not ask any questions, as he did not want to embarrass the accused's father.

Prisoner said he had nothing further to say.

His Lordship:—Your case has given me a great deal of anxious thought. You are a very young man and you have got an excellent record. Both those points predispose me very strongly to deal with you leniently. On the other hand, I cannot lose sight of the fact that the jury found you guilty of a very serious offence indeed; an offence for which the law provides a sentence of imprisonment for life and I cannot, after the jury's patient hearing at your trial, pass a sentence that is not proportionate with the gravity of the offence you have committed. One consolation I have is the assurance that a term of imprisonment will at least keep you away from opium. Having regard to all circumstances, the least sentence that I can pass on you is a term of imprisonment for three years.

Accused made threatening gestures at the complainant who was seated by the accused's father, and could be heard shouting as he was led down the steps of the dock.

COLONY'S WATER SUPPLY

Reservoirs Overflow On Island

For the first time since 1932 Tytam Tuk Reservoir on the Island has overflowed as a consequence of the torrential rains which have fallen since Saturday morning, and as a result of which no fewer than 294 million gallons of water have been added to the reservoir contents on the island and on the mainland.

Over fourteen inches of rain were recorded at the Royal Observatory during the period between midnight on Friday and 10 a.m. yesterday.

The heaviest fall registered in any one hour was 1.93 inches between 10.30 and 11.30 a.m. on Saturday, just after the really heavy showers began.

The following rainfall figures are supplied by the Royal Observatory:—

24 hrs. ending midnight Saturday	3.97
24 hrs. ending midnight Sunday	2.36
Midnight to 10 a.m. Sunday	4.49
24 hrs. ending 10 a.m. Monday	3.26
Total inches	14.08

No prospect of a break in the present rainy weather is held out at the moment.

CEMETERIES FUND

The Hon. Treasurer of the Old Protestant Church and Cemeteries at *Macao Restoration Fund*, acknowledges the following donations:—

Already acknowledged	$363.50
Netherland Community at Amoy	81.
	$444.50

CORONER DISAGREES WITH JURY

ENQUIRY INTO DEATH OF COOLIE

"Driver Undoubtedly Guilty Of Negligence"

"You have taken a merciful view of the case. I cannot say I agree with your verdict entirely. If I had been a member of the jury I would have severely censured the driver of the car," said Mr. E. W. Hamilton, the Coroner, at Central Magistracy yesterday to the jury empanelled to enquire into the circumstances surrounding the death of a coolie named Tam Yiu, aged 40, who was knocked down and fatally injured on the morning of June 16, opposite the Hongkong Cricket Club ground, by a car driven by Lam Yu Ping, of the compradore department of Messrs. Thoresen & Co.

Mr. Hamilton added that as it was, he would send the depositions to the Attorney General, and that the summonses which were at present standing against the driver would be dealt with in due course.

The summonses against the driver were that he failed to have his brakes in efficient and good working order and that he allowed his car, an Austin seven, No. 108, to be on the road with inefficient brakes.

The jury which comprised of Messrs. J. G. Rocha (foreman) John Chang Ah-lot and Chu Siu Met, returned a verdict of "Accidental Death," after a retirement of about a quarter of an hour.

At yesterday's enquiry, the driver was represented by Mr. T.P.K. Kemble.

The Evidence

Tang Chup, a marine hawker, said that on the morning of June 16, the day of the accident, he engaged the deceased to carry scrap iron to the Kung Tai shop in Wing Wo Street. The iron weighed about 70 catties, and his son accompanied the deceased.

Dr. G. H. Thomas, of the Government Civil Hospital, testified that deceased was admitted to the hospital on the morning in question. On admission, his general condition was good. There were superficial abrasions on the left temple, left cheek and front of both knees, a simple fracture of the left upper arm bone, and the spine appeared injured as the deceased was unable to move both his lower limbs.

Coroner: Were his injuries consistent with him being knocked down from behind?

Dr. Thomas: I don't think there was a direct knock.

Continuing, Dr. Thomas said that the condition of deceased gradually became worse and he died on July 10.

On the following day, he made a post-mortem examination and found that the body was rather poorly developed. The second lumber veterbrae was fractured and death was due to toxaemia resulting from cystites caused by paralysis from the fractured spine. The injuries could be caused by direct or indirect violence. If nocked down with a weight on his shoulders, the man might have twisted his spine.

Eye-Witness's Story

Mr. O. C. Womack, surveyor of the Public Works Department, told the Court that on the day in question he was in Queen's Road Central, close to the temporary Hongkong and Shanghai Bank Building, crossing from south to north. He saw a coolie, the deceased, carrying a pole and two baskets over his shoulders, start to walk across the road from south to north. He was going west. Witness then noticed an Austin seven with two Chinese in the front seat proceeding from east to west. He could not say if a horn was blown. The coolie started to "dodge" and the car did the same, and they saw each other when they were more than five but less than ten yards apart. The car was proceeding slowly, at about 12-15 miles per hour. After the third "dodge," the car struck the coolie directly in the middle of the radiator. The coolie was knocked down and the front and rear wheels passed over him.

In reply to the Coroner, Mr. Womack said that he expected the car to stop before the accident. If he were under the same circumstances, he would have jammed the brakes. The coolie was practically face to face with the driver when the car struck him.

Tang Wiu, 16, who was accompanying the deceased, said that he did not see the accident as he was in the lavatory close-by at the time. He was following the deceased all the way about 30 feet behind. When he came out he saw the deceased lying on the ground, being knocked down by a car.

A Shantung constable who was on duty at the signal station at the junction of Des Voeux Road and Jackson Road, at the time said that he did not actually see the accident but had seen the car passed by. The car was going faster than the usual speed.

Au Yeung Suk Wang, who was with the driver of the car, said that the deceased suddenly stepped out of the roadway when the car was about ten yards away. When the car was about ten feet from him, he started to retrace his steps, and was knocked down. The car was going between 13 and 15 miles per hour. The load carried by the deceased appeared to be very heavy, swinging about when he tried to dodge the car.

The Car

Evidence in regard to the condition of the car was then given by Traffic Sergeant Thomas McInnis, who stated that he tested the vehicle at Gloucester Road. When driving at fifteen miles an hour, the hand-brake alone stopped the car at 151 feet, and the footbrake at 87 feet. The two brakes together stopped the car at 66 feet.

The car was not in good condition, both the front wheels were loose on the axle, the left one was particularly so on the hub as it affected the steering. The footbrake worked on the rear wheels only, and the handbrake the front wheels. There was grease on the brake lining. There had been some attempt to make the two brakes work together but they were not in working order when tested.

In reply to the Coroner, Sergeant McInnis said that there was no obligation on the part of the driver to have his car examined by the police, but there was a regulation which did not allow any car to be on the road with inefficient brakes.

Driver's Evidence

The driver of the car, Lam Yu Ping said that when he sounded his horn, the deceased increased his pace to cross the road, but after passing the car the deceased, for some reason or other started to run back. He tried to swerve but was too late. He did not see a bus coming in another direction. The reason why he did not stop the car before, was that the deceased had already passed him. He had not been driving the car for the previous few days, and he did not know that condition of the brakes. He did not test them as they were readjusted only about a month ago.

Mr. Kemble then produced a bill to this effect.

After all the evidence had been given, the Coroner read out the depositions of the deceased taken while he was in hospital. The man stated that when he started to cross the road, he looked about and found no traffic. After taking a few steps, he saw a bus coming in the opposite direction, and started to retrace his steps but was then struck by the car. He heard no sounding of the horn.

The Summing Up

In the course of his summing-up, the Coroner said that it war fortunate for the driver in that he was seen by an eye-witness to be driving at a reasonable speed. He was, however, undoubtedly guilty of negligence in that the brakes were in bad condition, but whether the negligence amounted to criminal or not, it was up to the jury to find out.

After a retirement of about fifteen minutes, the jury returned a verdict as stated above.

Terribly True

Most elderly bachelors, says a woman journalist, wish they had a wife to give them sympathy, affection and companionship. So do most elderly married men.

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Interlock—Vests or Drawers ...	„ 2.25
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ADVERTISEMENTS.

PEAK CLUB.

THE Annual Meeting of Members will be held at the Club on FRIDAY, the 27th of July, 1934, at 6 P.M.

Ladies (Wives and Relatives of Members) will be Cordially Welcomed.

H. C. B. WAY,
Hon. Secretary.

21st July, 1934. [2729

HONG KONG FOOTBALL ASSOCIATION.

CLUBS and Referees wishing to join or retain their Membership of the Association are reminded that August 1st., is the closing date.

Entries for the League close on the same date.

G. T. MAY,
Hon. Secretary.

23rd July, 1934. [2730

HONGKONG AND SHANGHAI BANKING CORPORATION.

IT IS HEREBY NOTIFIED that an Interim Dividend of £3 per Share, subject to deduction of Income Tax, has been declared for the HALF YEAR ending 30th June, 1934, at the rate of 1/5 3/4 per Dollar.

THE DIVIDEND will be payable on and after MONDAY, 13th AUGUST, 1934, at the offices of the Corporation, where Shareholders are requested to apply for Warrants.

THE REGISTER OF SHARES of the Corporation will be closed from MONDAY, 30th July, to SATURDAY, 11th August, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,
V. M. GRAYBURN,
Chief Manager.

Hong Kong, 11th July, 1934. [2712

LOCAL MAPS

Peak District,
Kowloon,
Victoria,
New Territories.

HONGKONG DAILY PRESS.

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The Daily Press.

HONG KONG, JULY 24, 1934.

TWENTY YEARS AFTER

Elsewhere in this paper, under the heading of A Tragic Week will be found a summary of those events in Europe, which twenty years ago precipitated Europe into a world war. As the events are summarised from day to day during the week some points for reflection will occur to thinking people.

The murder of the Arch-Duke was a prextext employed by Austria to further her plans in the Balkans. The affair of the Arch-Duke was more profound than was supposed by some at the time; and it has been proved that there existed in Servia an organisation with assassination as a means to an end. The week begins with news of the ultimatum of Austria to Servia, and the first point which must strike any person, is the danger due to mobilisations. Russia was afraid of being caught by Germany before mobilisation was ready, and Germany was in the same position towards Russia.

In the meetings that took place at St. Petersburg, the technical experts clearly stated that a partial mobilisation would dislocate a general mobilisation should that be necessary later on.

We shall see that Moltke the German generalissimo held the same opinion about German mobilisation. He even overruled the Emperor's orders. Fear grew up in certain countries, that they would not be ready if they allowed their neighbour to mobilise first. This feeling is very marked, and we must ask ourselves if there is not such a feeling arising again in Europe.

When the personalities concerned are studied, one is amazed that such momentous affairs should have depended not upon the peoples of the nations, who were to plunge themselves into war, but upon men, who very often were pushing their own policies.

Many millions of young men were sacrificed to this Moloch of war, and perhaps the suffering of wives and mothers was even more terrible. There is little romance in modern war, and it is hoped that the younger generation of the nations of the world will not allow themselves to be led away by any false glamour. In some countries a spirit of aggression is liable to arise, and after the last terrible experience there is no excuse for it. The youngest of those who fought in the last war are now nearing the age of forty, therefore it is evident that the burden of suffering in another world war will be borne by the younger generation. War is a game for young men, mostly between twenty and thirty years of age.

If it can be grafted into the minds of young men that wars must only be fought in defence of their own country, then one step will have been taken towards the making of peace. Those who are responsible for the policies leading to war do not themselves undergo its horrors; which is a pity. If all politicians had to undergo the experience of living in muddy trenches or on a storm tossed ocean accompanied by sudden death or mutilation, perhaps they would make more of a reality of the establishment of peace.

A study of what happened twenty years ago, from the notes left by those who were responsible for the actions described, can but prove wholesome reading for those now living.

FREE FOR ALL

Knives and Bamboos Used in Fight

FOUR MEN SENT TO HOSPITAL

Choppers and bamboo poles were brought into play in a free fight which took place last night at the junction of Cochrane and Stanley Streets.

As a result of the fight no fewer than four people were sent to hospital with knife wounds, one of whom was stated last night to be in a serious condition.

It would appear that the fight was the outcome of some dispute between various sections of the hawkers who ply their wares in that district. Apparently it was arranged that the supporters of both factions should meet at the junction mentioned, for both sides came prepared to the scene.

Exactly what the cause of the dispute is does not seem quite clear. What is certain is that on a given signal bamboo poles and knives were produced and a "free for all" ensued, resulting in injuries being inflicted on a number of the combatants.

Of the four people sent to hospital last night, one was a sixteen-year-old boy named Mak Sin who had his little finger chopped off. All those who participated in the affray were young men, giving the impression that they were selected specially for the purpose.

SUBTERRANEAN STRIKERS

Brought Out By Tear Gas

(Special to "Hong Kong Daily Press").

(By Telegraph. Copyright, Telegraphic Messages Ordinance, 1894. Received, July 23, 7.30 p.m.)

Madrid, July 23.

The radical elements are demanding a general strike as a result of the action of the Madrid police against strikers engaged in the construction of a subterranean bank safe.

It is stated that two hundred workmen a hundred feet below the earth's surface suddenly called a strike and refused to come up unless granted a wage increase. All ladders and cables leading to the surface were removed by the strikers. The police thereupon stopped the food supply to the strikers who were ordered to replace the ladders and come out. Following the strikers' refusal to comply, the police hurled tear gas bombs into the subterranean shafts and after two hours' bombardment, the strikers capitulated. Six strikers were brought to the surface unconscious.—Transocean Kuo Min.

"UNFRIENDLY" TO INDIA

Ceylon's Protective Duties

Commenting editorially on the protective duties to be imposed on certain Ceylon imports, "The Hindu" states:—

It will be difficult to maintain that the decision of the Ceylon State Council, in imposing prohibitive duties on certain articles usually imported into that island from India, is an act of friendliness towards this country. At the meeting held on Friday last, the Council adopted the motion of Mr. Huxham for imposing import duties on eggs, vegetables, fresh and dried, ghee, ginger, raw and dried, fish oil with the exception of cod-liver oil and medicinal preparations of that oil, and betel leaves. He stated that the duties were not altogether prohibitive, but that they were intended to definitely discourage the importer. The difference between these two descriptions is that between tweedledum and tweedledee, so far as the actual fact is concerned. As a member of the Council pointed out, the adoption of the quantity rate had resulted in the tariff having been raised by 100 per cent. in the case of certain articles and 150 per cent. in the case of others. When it is remembered that most of these articles are consumed by Indians resident in the island, and are imported by Indian merchants for purposes of consumption by members of that community, it will be realised to what an extent this policy will affect Indian traders and consumers. It is said that the value of these articles is not so great as to allow of anything like a decent revenue to be derived from the imposition of import duties.

"RETALIATION"

We do not desire to use expressions like 'retaliation' which are likely to wound the susceptibilities of our friends in Ceylon; but when that country adopts a course of action which is intended and calculated to affect Indian interests adversely, it is the duty of the people and the Government in India to reconsider their attitude. In India when a demand is made for protection, the usual procedure adopted is to appoint a tariff board to enquire whether the articles sought to be protected deserve to be helped, whether the industries in question could supply the goods in sufficient quantities, and how far the consumers and the trade would be affected. If Ceylon had imposed these duties after an efficient enquiry by a tariff board there would have been a guarantee that the matter had been considered in all its aspects and in a calm and dispassionate manner. Further, there are outstanding questions between India and Ceylon regarding certain important matters of trade. As was mentioned in the State Council, India was not quite satisfied with the treatment meted to her own cocoanut industry, owing to the competition of the Ceylon product. Moreover, there are questions regarding preferential duties on rice, coriander, steel and iron goods, coffee, and cotton piece-goods, which are outstanding.....

We wish very much that the whole question of trade between India and Ceylon had been discussed in all its aspects by representatives of the two countries and a scheme of reciprocity agreed upon before an isolated action of the kind which is now objected to had been considered. The adoption of this policy in a precipitate manner must compel India to review the policy which she should adopt towards Ceylon in matters of trade. A friendly understanding between the two countries is very essential in the interests of both, and it is a matter for profound regret that Ceylon should have embarked upon a measure which is bound to have undesirable reactions.

AMERICA'S CUP CHALLENGER

Cheered on Her Departure

London, July 23.

Amid cheers from thousands gathered at vantage points on shore, row boats and launches in the harbour, the America's Cup challenger Endeavour, escorted by the motor yacht Vita, sailed from Gosport at noon to-day.

Union Jacks fluttered at the dockside and a huge placard wished "Success to the Endeavour."

The owner Mr. Sopwith and his wife sail by the Aquitania on Saturday and will arrive in America before the Endeavour which is anticipated to take three weeks on the trip.—Reuter.

Will England Save Innings Defeat?

SIX WICKETS LEFT AND 196 BEHIND

Bradman's Treble Century: Bowes Bowls Well

England was not in a very comfortable position at the end of the third day's play, being 196 runs in arrears with six wickets in hand while Australia still has the opportunity of another innings should it be necessary.

The tourists continued their innings and scored 584 runs of which Bradman claimed 304. They were evidently out to score the runs in as quick a time as posible with the result that the "tail-enders" were soon dismissed.

Bowes bowled excellently for England while the fielding was described as superb, but when England batted again they were soon in difficulties, losing the first wicket with but 28 runs on the board. At the close of play they had 188 for 4, thus they will have to score 197 for the remaining six wickets to avoid defeat by an innings.

Leeds, July 23.

In contrast to London where a terrific rainstorm prevailed last night, not a spot of rain fell here since stumps were drawn on Saturday, the weather being sunny and cool when Bradman and McCabe, the overnight not outs resumed Australia's innings.

Bowes opened the bowling and was keeping an excellent length and for some time the scoring was slow, compared to the rate at which runs came on Saturday though the batsmen were evidently out to score a few quick runs. After he had added only nine runs to his score, Bradman had a lucky let-off when Verity, fielding in the slips, dropped him off Bowes. Curiously enough McCabe also got into difficulties after he had added a similar total to his score only in his case there was no mistake about it, one of Bowes's faster ones getting through his defence to hit the middle peg. The score board then read 517-5-27.

BRADMAN BOWLED

Darling joined Bradman and they hit at almost everything that was sent down until the total stood at 550 when "Don" paid the full penalty for playing with a cross bat when facing the fast bowler, Bowes hitting both the middle and leg stumps. Bradman had batted for 425 minutes, hitting two sixers and 43 fours and scoring 304 runs. Then Chipperfield came in and when he had only just broken his "duck" he saw his partner being bowled by Bowes who again hit the middle stump. Darling, the out going batsman, had scored a round dozen and the total now stood at 551 for 7. Grimmett was next man in but after only six runs had been added to the total, Chipperfield was caught by Wyatt at silly mid-off, off Verity for 1—557-8-1.

THE INNINGS ENDS

O'Reilly joined the googly bowler and they took the total to 584 when the next wicket fell through a misunderstanding—O'Reilly refusing to run a second with Grimmett well down the pitch and the result was that the latter was run out after contributing a useful 15. Wall came in and he left the scoring to O'Reilly but after 10 runs had been added to the score the newcomer was deceived by a top-spinner from Verity and was out by the l.b.w. route after he had only scored one run, O'Reilly being not out for 11 while "Mr. Extras" helped with 17 to bring the total to 584.

Bowes was in excellent form to-day and bowled unchanged for 100 minutes, his figures for the day being 15-5-43-3. Australia's innings lasted 525 minutes and while Bowes bowled beautifully, the fielding of the English team was excellent, nothing being given away in the field.

ENGLAND BATS AGAIN

Set to score 385 to avoid an innings defeat, England opened her second innings with Walters and Keeton but it was a none-too-impressive start for Keeton was bowled by the last ball before lunch—a googly from Grimmett breaking through his defence. He had scored only 12 runs while the total was 28 for 1.

The crowd has swelled to 30,000 although the weather was dull when Hammond joined Walters. The latter was exploiting a clever drive past cover while Hammond indulged in some glorious off driving and was very confident against both Grimmett and O'Reilly. The 50 was hoisted after play had been in progress for as many minutes. Hammond sent Grimmett twice but shortly afterwards was tragically run out when he played a half-defensive stroke to mid-wicket where Wall fumbled. Walters ran and Wall recovered quickly and Hammond was run out for 20 runs—70-2-20. Hendren joined Walters and with the total at 87, he saw Walters being bowled by O'Reilly's "fast ball." Walters took eighty minutes to score his 45 in the course of which he hit six boundaries.

Wyatt was next in but the bowlers' variations of pace and flight subdued the batsmen and at the tea interval the score was 131 for 3, Hendren being 23 not out while Wyatt was also undefeated for 30. Wyatt was batting for twenty minutes before he broke his duck.

ENGLAND, 1st Innings

Walters, c and b Chipperfield	44
Keeton, c Oldfield, b O'Reilly	25
Hammond, b Chipperfield	29
Wyatt, st, Oldfield, b Grimmett	19
Leyland, l.b.w., b O'Reilly	16
Ames, b Grimmett	9
Hopwood, l.b.w., b O'Reilly	8
Mitchell, st. Oldfield b Grimmett	9
Verity, not out	2
Bowes, c Ponsford b Grimmett	0
Extras	2
Total	200

AUSTRALIA, 1st INNINGS

Brown, b Bowes	15
Ponsford, hit wkt., b Verity	181
Oldfield, c Ames, b Bowes	0
Woodfull, b Bowes	0
Bradman, b Bowes	304
McCabe, b Bowes	27
Darling, b Bowes	12
Chipperfield, c Wyatt, b Verity	1
Grimmett, run out	15
O'Reilly, not out	11
Wall, l.b.w., b Verity	1
Extras	17
Total	584

Bowling Analysis

	O.	M.	R.	W.
Bowes	50	13	142	6
Hammond	29	5	82	—
Mitchell	23	1	117	—
Verity	46.5	15	113	3
Hopwood	30	7	93	—
Leyland	5	—	20	—

ENGLAND—2nd Innings

Walters, b O'Reilly	45
Keeton, b Grimmett	12
Hammond, run out	20
Hendren, not out	42
Wyatt, b Grimmett	44
Leyland, not out	22
Extras	3
Total for 4 wkts	188

NEWS SUMMARY

All applications which came before the Licensing Board yesterday were refused. Page 7

Committees for the new season were appointed at the monthly Council meeting of the Hongkong Football Association held yesterday. Page 10

A branch of the Shanghai Commercial and Savings Bank was opened in Hongkong yesterday. Page 11

Particulars of forthcoming marriages are announced on Page

Knives and bamboo poles were used in a free fight which took place last night at the junction of Stanley and Cochrane Streets. Four men were sent to hospital. Page 8

The wireless programme from ZBW (Hong Kong) and Berlin will be found on Page 4

The Diary of local events is published on Page 5

World financial news will be found in our Money and Market section. Page 12

Round the Courts, a resume of the cases taken in the local Courts yesterday is given on Page 6

Echoes of 1861, extracts from our files, make very interesting reading. Page 6

LOCAL AND GENERAL

A clean bill of health was reported for the 24 hours ended on July 22.

Professor R. Robertson, M.A., will speak at to-day's Rotary Club tiffin on "Local Economics: Some Aspects."

Ling Po, a carpenter employed at the new Hong Kong and Shanghai Bank site, was severely injured as a result of a fall from some scaffolding, following which he sustained serious head injuries necessitating his removal to the Government Civil Hospital.

Produced before Mr. E. W. Hamilton at the Central Magistracy yesterday, Wong Kwai Chiu, unemployed, pleaded that he ran into the complainant and was struck, when answering to a charge of theft from the person of Gulam Hussain of a purse containing 83 cents. The hearing was remanded until this morning in order that the accused may obtain his witnesses.

Mr. J. M. Hall who is appearing for the defence of Ng Loi Yuen, the alleged murderer of Michael Pine, one of the five British Children who were thrown into a nullah near Lower Peak Tram Station, appeared before Mr. Hamilton at the Central Magistracy yesterday, when he intimated that he was instructing Mr. R. C. H. Lim to defend the case at the Magistracy. The hearing was remanded until Thursday at 10 a.m.

H.M.S. Kent, of the Fifth Cruiser Squadron which arrived in Hong Kong on Sunday morning from Singapore and Home, will leave for Wei-hai-wei on Wednesday. She is commanded by Captain I. B. B. Tower, D.S.C., who succeeded Captain Willis. Commander H. A. Packer is second in command.

STEWARDS' CUP

Latest Call Over

London, July 23.

The following is the latest call over for the Steward's Cup:—

Coroado	10/1 t. and o.
Clustine	100/9.
Solinoid	100/8 o.
North Devon	100/7 t. and o.
Strathcaron	100/7 o., 100/6 t.
Old Riley	100/6 o.
Furrokhsiyar	100/6 o.
Alluvial	100/6 o.
Morfair	18/1 o., 20/1 t.
Hidalgo	20/1 o., 25/1 t.
Crumpets	20/1 o.
Old Contender	20/1 o.
Greenore	20/1 o.
Havelock	22/1 o., 25/1 t.
Meadow Rhu	25/1

Although they are offered in the St. Leger, the call over on the following horses are:—

Windsor Lad	9/4 t. and o.
Colombo	9/2 o.
Umidwar	10/1
Achtenan	100/9 t. and o.
Light Brocade	100/9
Tiberius	20/1 o.

—Reuter.

HAIL STORMS SWEEP OVER EUROPE

Attended By Terrific Cloudbursts

(Special to "Hong Kong Daily Press").
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, July 23, 7.30 p.m.)

Berlin, July 23.

Terrific cloud bursts and hail storms swept over Europe and England causing heavy damage everywhere.

Following the record breaking heat wave, the vine-growing districts of the Rhineland were inundated by sudden downpours while hail storms devasted a large part of the vineyards.

Warsaw is seriously threatened by the rapidly rising river Vistula, while reports from Cracow and other parts of Galicia state that vast areas are completely devasted. Cloudbursts and hail storms are also reported from Northern Italy, especially Milan.

Numerous highways in the South and South West of London have been transformed into veritable rivers by sudden rainstorms.—Transocean Kou Min.

DAMAGE IN FRANCE

(Special to the "Hong Kong Daily Press" *(Copyright.)*)

Paris, July 23.

The thunderstorm that wrought havoc in the capital and other parts of France is said to have caused damage estimated at twelve million francs.

The famous vineyards around Bordeaux are especially affected where the cyclone damaged the entire crop. Fire was set to several houses by the thunderclap in the Toulouse region.—Transocean Kuo Min.

POLAND'S CATASTROPHE

Warsaw, July 23.

The floods of the past few days have been truly catastrophic, between 500 to 600 persons having perished, while the damage totals £50,000,000.

There is an alarming possibility of an epidemic of typhus in the whole of South Poland. Millions of small farmers have been ruined.

The Vistula River is still rising and thousands are lining the banks watching the floating wreckage of homes and wondering whether the levees will hold and save Warsaw itself.

Normally, the Vistula is a mere bare 200 yards wide, but, following torrential rains, has become a turgid mass half a mile across, hurling down to the sea. Small islands of sand and sheaves of wheat are being swept along in the raging waters.

A Reuter correspondent yesterday caught a glimpse of a dead child with an ashen face appearing wraith-like above the murky swell of the waters.—Reuter.

BRITAIN'S AIR FORCE

Keen Interest In Debate

(Special to "Hong Kong Daily Press")
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, July 23, 4.30 p.m.)

London, July 23.

To-day's debate in the House of Lords on strengthening Britain's air force, details of which were outlined by Mr. Stanley Baldwin last Thursday, is awaited with the keenest interest and is looked upon as a very important prelude to the Commons debate which is to take place a week later.

Lord Ponsonby will open the debate at the House of Lords to-day. He tabled a vote of censure against the Government on the grounds that their policy was not calculated to afford the country greater security, but rather it is calculated to jeopardise world peace.

The Press anticipates that the Government will also be criticised in the Tory quarters where the view is said to prevail that the increase of the force should be executed quicker than scheduled.

It is said that the attitude of the Conservatives largely depends on the statement which Lord Londonderry will make to-day. They will fix their standpoint to-morrow at a special meeting.—Transocean Kuo Min.

FLOODS IN KOREA

Ten Small Towns Inundated

Tokyo, July 23.

Fears of heavy loss of life in south-east Korea on account of the overflow of the Rakuto River tributaries, caused by a persistent deluge in the past week, are enhanced by ten small towns which have suffered inundations.

A hundred thousand persons are affected. Many have taken refuge on the hillsides, while others are marooned on embankments cut off by the floods.

Two hundred rescue boats have been sent by the authorities with a supply of food.

Twenty-five thousand people are destitute.—Reuter.

TRAGIC END TO HOLIDAY

Bus Passengers Incinerated

New York, July 23.

Ten people were killed and 20 injured when a bus, filled with 40 New York trippers, overturned yesterday at Ossining.

The bus, returning from a baseball match at Sing Sing Prison, toppled into a timber yard and caught fire. Most of the victims were incinerated, while some passengers, with their clothes ablaze, plunged into the nearby Hudson River.

The flames spread through the timber yard, which was completely gutted. The estimated loss is $150,000.—Reuter.

BUS COMPANY CRITICISED

New York, July 23.

The death roll in the bus disaster is now sixteen.

The District Attorney severely criticised the Bus Company and declared the buses were a "bunch of junk that add to death contraptions." He ordered four buses to be seized by police pending investigation.—Reuter.

S.S. CHICHUEN AGROUND

Vessel Hurrying to Scene

Hankow, July 23.

The Yangtsze Rapid steamer Chichuen yesterday ran aground on rocks 132 miles above Ichang with six feet of water in the hold.

The vessel Ian is hurrying to her rescue from Chungking. The U.S.S. Panay is standing by.—Reuter.

GERMANY AND ITALY

Break In Relations Ridiculed

Rome, July 23.

The reports that Italy is on the verge of breaking with Germany owing to the continuance of terrorism in Austria which have arisen as the result of Signor Virgnio Gaydas' slashing article in the Fascist organ, "Giornale d'Itali." are ridiculed in political quarters.

It is pointed out that all Signor Mussolini might conceivably do is to consult other Powers with a view to a joint representation to Berlin.

Il Duce is unlikely to act before he has seen Chancellor Dollfuss of Austria, at Riccione during the week-end. it was stated on Saturday.—Reuter.

AMERICAN NAVY

Building to Full Strength

New York, July 22.

The building of the United States Navy up to full treaty strength within three or four years, was promised by President Roosevelt in a talk with the crew of the cruiser Houston, to-day.—Reuter.

NEW PLANES

Washington, July 22.

A recommendation to Congress to appropriate for the United States Army Air Corps funds necessary to purchase 1,000 new planes in order to give the Army a minimum peace time air force of 2,320 planes, is made in the report of the War Department's Special Aviation Committee.—Reuter.

HEAT WAVE IN AMERICA

Death Roll Mounts to 235

New York, July 23.

The death roll in the heat-wave in the United States is now 235. There is no prospect of an immediate break in the weather.

The loss of crops in the middle-west and south-west States is estimated at hundreds of dollars, while the losses are expected to increase daily.

The thermometer at St. Louis on Saturday soared to 113 degrees in the shade.—Reuter.

CANTON NEWS AND NOTES

Judge Wang's Visit

(From Our Special Correspondent)

Canton, July 23.

There is a mistaken belief in certain quarters that Judge Wang Chung Hui of the Permanent Court of International Justice, is here to bring about co-operation between Canton and Nanking, because it is thought that he is representing the Nanking Government at The Hague.

This belief is unfounded. Dr. Wang has no connection with the present regime in Nanking. He is appointed judge of the World Court entirely on his legal merits, being the translator into English of the German Civil Code. His works drew international recognition

It is also groundless as regards the offer of a foreign affairs post to Dr. Wang in Canton following the death of Dr. C. C. Wu and Mr. Chu Shao Hsin. The South-west is not an independent state and all foreign issues concerning Canton are handled by the Canton Municipal Government.

Hong Kong-Swatow Telephone

It is reported that the telephone administration in Swatow wishes to build a trunk line linking with Hong Kong on the same arrangement as the Canton-Hong Kong long distance telephone. The Hong Kong Telephone Company will be approached to take up this matter.

The authorities here once suggested the use of radio-telephone, but this is not satisfactory. The Canton-Swatow wireless telephone is often subject to interference by static and wave lengths of other stations.

Tax For Aerial Defence

The Aerial Defence Committee is given permission by the provincial authorities to levy a tax on rolled tobacco in order to provide $1,5000,000 for the purchase of weapons for air defence. This tax will be effective on August 1, although the rate is not yet announced.

The Ten-Men League is also engaged in raising funds for the same purpose. Money realised from taxes and contributions will be used to buy pursuit planes, anti-aircraft guns, sound detectors, search lights, fire fighting and dug-outs equipment, etc.

Embargo On Silver

Export of silver coins is limited to $20 for each person for one time, and silver bars cannot be exported at all. Silver coins are being smuggled outside of Kwangtung, and this hurts the provincial notes. Smugglers are severely punished for exporting these coins, while informers will be rewarded 80 per cent. of the amount seized.

QUOTAS IN CEYLON

Mr. Goonesinghe's Challenge

Colombo, July 23.

A complete boycott of British goods is the only effective weapon if a quota is imposed on Ceylon, said Mr. Goonesinghe, leader of the Labour Party in the State Council, in addressing a meeting of the Ceylon Mercantile Union.

He said that in this time of depression cheap Japanese goods are a great boon to the poor people in Ceylon and no local industries are endangered by the influx.—Reuter.

"CHIN CHIN CEYLON MAN"

The office boy got hold of the telegram and was doing his best to make it "read sense." We reproduce his version of it:—

"Makee chop-chop British goods no wanchee blong good fightee quota Ceylon side, smart man Goonsinghe he talkee. Also he blong No. 1 man Labour Partee, but not alla same tea party.

"He talkee Ship man club just now no money; Japanese goods blong velly cheap, all man likee. Poor man Ceylon side no money, he no can buy high things, also Ceylon goods no can suffer. My thinkee he dam foolo."

OBJECTION TO QUOTAS

Reasons Adduced In Ceylon

The Hony. Secretary of the Indian Mercantile Chamber of Ceylon, in the course of a letter addressed to the Chairman of the Board of Ministers, regarding the proposed quota system for textile imports, writes:—

"My committee feels that the proposed quota-system which is evidently intended to restrict the imports of cotton and rayon textiles from Japan, is likely to prove beneficial neither to the consumers of the Island nor to a large numbers of members of my Chamber, who are engaged in the import trade. My Chamber is, no doubt, fully conscious of the fact that the textile industry of Japan has made serious inroads into the markets of the Empire, and manufacturers and industrial concerns all over the Empire have been practically paralysed by the keen competition of Japan. Despite this fact, my Committee respectfully wishes to point out that with the steady decline in the purchasing power of the average consumer in the Island, who has been hit hard by the ever-accelerating trade depression, the low-priced Japan textiles have given him considerable relief. My Committee without going into the details of the various economic aspects of this subject desires to submit that it does not favour the proposed quota system now under contemplation of the Government and your Board of Ministers.

To Mitigate Hardships

"Assuming, however, that the quota system which has found an overwhelming sympathy of the Secretary of State, would be placed on the Statute Book, my Committee earnestly desires your Board to give due consideration to the following suggestions, which, if given effect to will to a certain extent go to mitigate the hardships that the importers and consumers are likely to be put to by the adoption of the proposed scheme—

"(1) That all bona fide orders that may be proved to the entire satisfaction of the Principal Collector of Customs as having been booked or accepted on or before the 8th May, 1934, should be exempt from the quota for the year 1934.

"(2) That the quota to be allotted to Japan should be adequate to the needs of the poorer population of the Island and it should be so fixed as to cause the least dislocation of trade and business of the Island.

"(3) That no restriction be placed on the importation of cotton crepe and cotton striped drills from Japan because—(a) Japan is the only supplier of this class of goods, which United Kingdom cannot supply them. (b) Of the cotton goods imported from Japan these are most in demand by the poorer sections and are necessary for their needs; and (c) The supply of this class of goods by Japan dates back to well over fifteen years and therefore, their importation cannot be taken as due to the dumping competition recently commenced by Japan."

GOLD STANDARD RETENTION

Disastrous Effect In France

London, July 23.

The general economic pressure on gold bloc remains intense as is evidenced by the large loss sustained by the Hotel Continental which is well-known to visitors to Paris, the chairman stating that the world monetary situation was disastrous to the French hotel industry as the retention of the gold standard led France into becoming the dearest country to live in.

Furthermore, twelve textile mills in Roubaix and Tourcoing are closing down owing to an insufficiency of orders mainly due to the German exchange restrictions and 1,000 operators are thereby unemployed.

In view of these and other difficulties, opinion is growing that the gold standard is untenable and despite repeated denials by the Governments concerned, City circles are not ruling out the possibility of an abandonment.—Reuter.

SILVER MARKET

(From Our Own Correspondent.)

London, July 23.

London silver prices to-day were down one-eighth, as follow:—

	July 21	July 23
Spot	20.5/16	20.3/16
Forward	20.7/16	20.5/16

The London on New York cross-rate at 2.00 p.m. to-day was 5.04-3/16, compared with 5.04-7/16 at closing on Saturday.

DAVIS CUP MATCH

Crawford Beaten in Doubles

London, July 23.

Australia received a surprise in the Davis Cup matches at Wimbledon to-day when their favourite Jack Crawford and Quist were beaten in the doubles by the American pair, George Lott and Lester Stoeffen.

The Americans won 6-4, 6-4, 2-6, 6-4.—Reuter.

APPOINTMENTS IN CANTON

Two Officers Installed

(From Our Special Correspondent)

Canton, July 23.

Messrs. Huang Lun Shu and Ho Kai Lai this morning assumed their respective posts of provincial commissioner of education and reconstruction. The instalment ceremony took place at the auditorium of the Kwangtung Provincial Government immediately after the weekly memorial service.

Mr. Huang, Lun Shu, an executive member of the Provincial Kuomintang, has been an adherent of General Chan Tsai Tong for many years. A graduate of the defunct High Normal School here, Mr. Huang has been a keen student of education and has formed many plans for the improvement of provincial schools. For a time, Mr. Huang was publisher of the Man Kwok Yat Po, official daily of the Provincial Kuomintang and the First Group Army.

The former holder of this office, Mr. Hsieh Ying Chow, is promoted to be Chief Justice of the Kwangtung High Court. A close friend of Mr. Hu Han Min, Mr. Hsieh is a lawyer by profession.

Mr. Ho Kai Lai, the new provincial commissioner of education, is retaining his post as secretary general of the Kwangtung Provincial Government. He succeeds Mr. Lin Yun Kai, who is also Chairman of the provincial government and a relative of Mr. Ho.

Both Messrs. Huang and Ho are ex-officio committee members of the Provincial Government. As there are too many committee members, Mr. Hsu Hsung Ching is dropped out as one of the members. He was informed of the change too late and did not send his resignation early enough, hence he is relieved of his duties.

There is no political significance in the shuffling of posts. The new education commissioner, it is said, will devote more time in planning courses in Confucian classics for the provincial schools.

JOHN DILLINGER MEETS HIS DOOM

Shot Dead As He Whips Out An Automatic

(Special to "Hong Kong Daily Press")
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, July 23, 4.30 p.m.)

Berlin, July 23.

An unconfirmed despatch received here says that the notorious American bandit, John Dillinger, "America's Public Enemy No. 1", has been shot dead by the police in front of the Biogra Theatre in the northern quarter of Chicago.—Transocean Kuo Min.

"MANHATTAN MELODRAMA"

Chicago, July 23.

The Department of Justice has announced that John Dillinger "America's Public Enemy No. 1," was shot dead outside a north side theatre.

Dillinger was killed after watching a film entitled "Manhattan Melodrama," portraying the deeds of gangsters of the underworld.

Government agents were informed that Dillinger was in the theatre and lay in wait for 2½ hours. As he emerged, wearing a white shirt and grey trousers, accompanied by two women, they immediately opened fire. Dillinger fell, mortally wounded, one bullet having entered his head just below the eye, and another his heart.

One woman was slightly wounded, but both jumped into a taxi and escaped.

When the news was flashed to Washington the Attorney-General, Mr. Homer S. Cummings smiled elatedly and described the desperado's end as gratifying and reassuring. He paid a warm tribute to the Chicago police.—Reuter.

EYEWITNESS ACCOUNT

Chicago, July 23.

An eyewitness states:—"Fifteen Federal agents were stationed round the cinema. Dillinger was apparently one of a small party. A couple of men were immediately behind him. He emerged from the theatre with a hunted look. When he sensed danger he savagely whipped out an automatic from his pocket and had half raised it when the agents of the Department of Justice opened fire.

"Dillinger fell on his face in the alley. Then I saw a woman with her dress pulled up and blood streaming from the knee. She fell in front of a shoe shop.

"I found on examination at the mortuary that Dillinger was much stouter. He had grown a moustache and had plucked eyebrows. In the centre of his chest was the mark of a bullet wound recently healed. When the agents tried to get finger prints they found them eaten away probably by acid.—Reuter.

SECRET INFORMATION

Chicago, July 23.

Mr. Purvis, Chief Federal Agent in Chicago, learned on Saturday night from a secret source that Dillinger was attending a movie the following evening. He arranged to surround the cinema and was actually watching in a motor car nearby when Dillinger bought a ticket. He waited till Dillinger came out and passed the car and then signalled to the men who closed in from all sides.

Dillinger gave a hunted look and tried to run up the alley where several of Mr. Purvis' men were waiting. As he ran he drew his automatic, but as the hand was about to come up several shots were fired before he could pull the trigger. He fell mortally wounded. Mr. Purvis had hoped to take him alive, but was afraid he would resist to the last.

He added that a scar on Dillinger's face, which was one of the identifying marks, had been removed by plastic surgery.

Mr. Purvis denied that Dillinger was accompanied by any women.

Thousands immediately gathered in the street, while some morbid persons dipped handkerchiefs and newspapers in the blood on the pavement.—Reuter.

FOREIGNERS IN TURKEY

Lose Means Of Livelihood

(Special to the "Hong Kong Daily Press" *(Copyright.)*)

London, July 23.

More than five thousand foreigners residing in Turkey are said to have lost their means of livelihood as a result of the new anti-foreign legislation, according to a "Daily Telegraph" message from Instanbul.

Tailors, barbers, guides, taxi drivers, hatters, shoe-makers, musicians and variety artists are henceforth barred to practice their professions in Turkey.

Among the five thousand affected are two thousand Greeks and one thousand Italians. Hundreds of men daily besiege their respective consulates, demanding free passages home.

Those who have savings cannot take them away since export of "capital" is prohibited under the new law.

The "Daily Telegraph" further reports that the new anti-alien bill in future will be applied to several other professions whereby approximately 18,000 foreigners will be affected.—Transocean Kuo Min.

CONSULATES BESIEGED

Istanbul, July 23.

A number of Consulates in Turkey are besieged by foreigners demanding free repatriation following the application of the law forbidding foreigners to act as chauffeurs, guides, hairdressers, tailors, shoemakers, musicians and variety artists.

Under the law, the first group 800 persons, with families totalling 5,000, were forced to abandon work yesterday morning. Three other groups, totalling 18,000 will be similarly affected shortly.—Reuter.

TANGKU AGREEMENT

Sino-Japanese Meeting

Dairen, July 23.

Mr. Yin Tung has arrived here from Shanghai and will meet Mr. Shibayama who is now hurrying here from Changchun, where he discussed the Tangku Agreement.

It is learned that the Kwantung Army will not parley with Mr. Yin Tung if his mission is to seek the cancellation of the Tangku Agreement which the Japanese claim the Chinese are not carrying out.

The Japanese will probably refer him to Manchukuo.—Reuter.

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5APH9

SCIENCE OUTWITS THE HOUSE BREAKER

Invisible Rays Bar Cracksmen

When it comes down to brass tacks, burglary as a liberal profession is losing its attractions. Too much time and money must be spent on acquiring the indispensable technical training. In medicine, law, or engineering you pass your examinations, secure some kind of an appointment and leave your career to develop itself merely taking care to acquire all the practical experience you can as you go along.

But burglary is different. However thorough your apprenticeship may have been, you have to run an endless race against the progress of science. You may start an adept at all the best methods of work ingenuity has ever devised But you can never be sure that some meddlesome professor in horn-rimmed spectacles has not just invented some new dodge to cramp your style and omitted to publish an account of the principle on which it work.

If you were to make a serious attempt to keep abreast of the march of technical development, you would have little time left to attend to remunerative business. However careful you may be, you can hardly hope to detect every new trick that comes along, so that calamity occurs much too often. So it is not to be wondered at if one of the oldest professions of all is threatened with extinction.

Sporting Chance

Things were not quite so bad as long as the obstacles put in one's way were of a material character, and might have been spotted if one were observant enough. That gave you a sporting chance. But when infra-red rays—invisible to the human eye—were pressed into the service, it was clear that burglary would lose all its thrill once these safeguards came into universal use.

These new methods depend on the peculiar properties of what is known as "visible light", about which a good deal has been heard in the last year or two, on account of the increasing number of uses found for it in photograph. But a good deal less has been said about the fact that invisible light has already been put to.

Very few words are needed to explain the principle on which the usefulness of invisible light depends.

Now among the peculiar properties of these invisible infra-red rays is their effect on a photo-electric cell.

Nitraphot Lamp.

If a current is passing, its strength will be affected. And this resulting change in strength can be made to operate relays, whereby current elsewhere can be switched on or off as desired. By an ingenious use of this attribute, thoroughly effective precautions may be taken against theft.

To apply this principle in practice, it is necessary to have (1) Some Convenient means for generating infra-red rays, (2) A suitable contrivance for collecting them again just as in radio-broadcasting there must be a transmitter and a receiver. This presents no technical difficulty. Any powerful source of electric light—say a Nitraphot lamp—will emit infra-red rays. All that is necessary is to enclose the lamp in a container made of a special kind of glass that allows only infra-red rays to pass, but no others. Similarly, the photo-electric cell of the receiver must be enclosed in a receptacle made of the same kind of glass, so that only infra-red rays can reach the cell.

Filter-glass of this kind is almost jet black in appearance. Both emitter and receiver can be built into the wall, and if this too is painted a dark colour, neither will be noticeable.

Infra-red rays are reflected by mirrors exactly like visible light. So that by putting a concave mirror behind the lamp in the emitter the beam leaving the emitter consists of parallel rays, hence all the light will find its way to the receiver. And if a similar mirror is installed inside the receiver, the beam will be brought to a focus on the photo-electric cell.

Electrically, emitter and sender are so "attuned" to each other, that nothing happens if the beam is undisturbed.

But the moment it is off from the receiver, there is a change in the current of the photo-electric cell. A relay is released and an alarm sounds. This would happen, of course, if somebody stepped between the emitter and receiver. So that to checkmate any intruder, it is only necessary to arrange for the beam to travel in such a direction that anybody entering the room must intercept it.

As infra-red rays can be reflected, they may be made by the use of mirrors to pass to and fro again and again as often as desired from one side of the room to the other on their way from emitter to receiver. For instance, they can be made to pass across a series of windows, in front of the doors of a strongroom, past valuable stock in a warehouse or even round and round a safe several times. Moreover, simply by re-arranging the reflectors, the path of the infra-red beam, on the way from emitter to receiver, may be varied daily or as often as desired, so that there is no possibility of anyone discovering beforehand what parts of the room the beam touches.

A Safeguard

One might imagine that, if a burglar knew that a building were safeguard by infra-red rays, and had discovered where the emitter and receiver were placed, he could render the whole equipment useless by bringing along his own infra-red emitter, running it off a house plug, and then carefully standing his emitter in front of the house holder, whereupon he could move about without crossing the beam, so that there would be nothing to give the alarm.

To prevent this happening, ingenious precautions have been taken.

Inside the emitter is a rotating screen, similar to that used on lighthouses, so that the beam sent out is not continuous but comes off and on. The receiver is adjusted to this arrangement, which, of course, is known only to the householder. As infra-red rays are invisible, an intruder cannot find out the secret. If the burglar were to bring in an ordinary infra-red ray emitter, it would be useless for silencing the alarm, because it would not have the same "tune."

When it comes to further applications of this system of safeguarding, all kinds of possibilities suggest themselves. For instance, to protect valuable all paintings, some museums have had small mirror-reflectors fixed on each picture in such a way that visitors cannot notice them. An infra-red beam is made to pass to and from from picture to picture. The leastmovement of any one of the pictures would at once set off the alarm. Optical safeguards of this kind are just as effective and just as invisible by night as by day, so that, once a collection is equipped with such an arrangement, it is permanently under supervision.

Besides setting off an alarm, a relay could be made to cause iron shutters to drop, thus closing every exit and making the thief a prisoner.

By one very ingenious application of this principle, burglars themselves actually provide incontestable proof of their identity and guilt by releasing mechanism that photographs them "at work."

Imagine, for instance, a man breaking into a jeweller's shop-window or forcing a safe. A camera, charged with a photographic plate, sensitive to infra-red rays, is trained on the spot the burglar will occupy. As soon as the intruder enters and interrupts an invisible beam, a flashlight, contained in a receptable made of filter-glass, goes off, the camera is released and a photograph is taken. As the filter only allows invisible light to escape, the burglar sees nothing, hence has no idea that anything has happened. A number of convictions have already followed from the evidence obtained in this way.

Safe Enough

A man entered a crowded railway carriage and placed a heavy box on the rack.

A nervous passenger eyed the precariously balanced package and then ventured: "I say, do you think that's safe?"

"Oh, yes," said the man, cheerfully, "it's full of bricks."

LOCAL HOCKEY

Association Meeting On Tuesday

At the annual general meeting of the Hong Kong Hockey Association which will be held at St. Andrew's Church Hall at 5.30 p.m. on Tuesday, 31st instant, business will be:—

1. To receive the first Annual Report and Statement of Accounts.
2. To elect officers for the ensuing year.
3. Any other business.

Attention is drawn to Rule 21 which provides that any member desirous of moving a resolution at the Annual General Meeting shall give notice thereof in writing to Hon. Secretary at least one week before such meeting.

BLIND GIRL TYPIST

Does 200 Words A Minutes

A Blind shorthand-typist. Miss Mabel Green, will take a verbatim note of the speech of the Prince of Wales to-morrow when he visits the headquarters of the National Institute for the Blind in Great Portland-street.

Miss Green, who uses a small silent machine made solely for blind stenographers, is able to take down 200 words a minutes.

Her machine is small and has only seven keys, one long one—which performs a similar function to the space-bar on a typewriter—and six small ones. These represent the seven dots in the Braille alphabet. As the keys are operated embossed signs appear on a paper ribon, from which the report is afterwards typed on an ordinary typewriter.

Miss Green who has been blind from birth, was employed as a shorthand-typist at the Ministry of Health for 18 months, and gave up her post to another blind girl. She is a gold medallist for Braille reading and is widely read and cultured. She is also a practised telephonist.

VIOLATING SANCTITY OF JEWISH CEMETERY

(Special to the "Hong Kong Daily Press" (Copyright.))

Padenborn, July 23.

For violating the sanctity of the Jewish cemetery on June 28 in Padenborn, Johann Schmidt, Franz Rehermann and Herman Wuellner were sentenced to terms of imprisonment of one year, four months and six months respectively.

The accused admitted the charges but stated in defence that they were drunk at the time. When in an inebriated condition the first act was to get a ladder to mount the roof of the synagogue at the cemetery and throw down the star of David. Afterwards Schmidt knocked over 54 gravestones in twenty minutes while Wuellner kept a lookout.

The public prosecutor said that drunkenness was no excuse and that in fixing the punishment the accused would be guided by the principles recently laid down by Adolf Hitler.—Transocean Kuo Min.

NEW "LOCARNO" NOTE"

(Special to the "Hong Kong Daily Press" (Copyright.))

London, July 22.

An interesting article on the continuation of the discussion of Eastern Europe appeared in the well known British weekly "Economist" regarding an article in the new "Locarno Note" which stressed that Britain's policy from the very beginning had associated the idea of an Eastern pact with disarmament.

One of the more urgent passages was the "world will remember that the original Locarno treaty contained a clause imposing obligation to disarmament." The treaty was duly signed but disarmament was never put into effect. Sir John Simon alearly recognised this when he certified in his recent speech that the opportunity must be utilised not only for providing security but also for discussing equality of rights."—Transocean Kuo Min.

THE CYCLING CLUB

Attempts At Road Records

Sunday's run of the Hongkong Cycling Club which was scheduled to commence from the Vehicular Ferry, Kowloon at 9.15 p.m. was postponed until 2 p.m. when several of the hardened members carried out a direct out and home trip to Castle Peak. Mr. H. A. G. Keates, who had arranged to lead the run, disappointingly failed to put in an appearance and Mr. T. Wallis officiated in his absence. In spite of the delayed start, the party soon found themselves soaked to the skin, but this did not deter them, and despite the minor discomforts of imbibing refreshments at the Cafeteria in their wet clothing, quite a jolly band set out on the return trip at 4 p.m. arriving in Kowloon after a fast pace had been set at 5.10 p.m.

Next Sunday it is intended to make the objective of the run Sheung Wo Hang and Sha Tau Kok, in which area several paths, etc. are to be explored. Mr. L. A. Anning will be in charge on this occasion, and a fine time should be had under the old Plymouth C.C. rider. For the benefit of those interested cyclists who are not yet in possession of machines of their own, an arrangement has been made with Yuk Wah, 111 Hennessy Road, Wanchai, for cycles to be hired out to participants in the above run, for 80 cents (no time limit.)

Definite intimation of attempts to establish road records in Hong Kong have now been received. Mr. J. Cole is to ride for the 5 and 10 miles records, whilst Mr. C. Read, will attempt the 25 miles. Both have now settled down to strict training, and a trial is to be made during this week on the Peninsula.

DAVIS CUP TENNIS

Rain Interferes At Warsaw

Warsaw, July 22.

In the Davis Cup tennis match, Tloczynski (Poland) failed to reach a decision with his Belgian opponent Nayert owing to rain interfering before the third set was finished. The Polish player was leading 6-4, 10-8, 7-6. The game will be continued from this stage.

So far Poland is leading Belgium by two matches to one.—Reuter.

FLOOD TAKES IT TOLL

Railway Tracks Washed Away

Peiping, July 16.

The flood along the Peiping-Suiyuan Railway is assuming grave proportions as a result of the heavy rainfall. Through traffic on the line has been suspended for several days. Attempts made to repair the tracks washed away by the swift current have been useless owing to the depth of the water.

The centre of the flood area is at Pingtichuan, eastern Suiyuan where the water has reached a height of over 6 feet. Torrents of water pouring down from the slopes of Chotzu Shan (mountain) yesterday destroyed a number of mudhuts at Piketai station Mr. Shen Chang, Managing-Director of the Peiping-Suiyuan Line, visited the scene yesterday to make a personal inspection of the actual situation.

According to railway circles, the Peiping-Suiyuan Line was first seriously flooded in 1929, when traffic had to be suspended for 34 days. The present flood situation being worse than that of 1929, great concern is felt for the safety of the railway.

Both the Luan Ho and Yungting Ho are continuing to rise, it is reported. The Peiping-Liaoning Railway has despatched a car with a staff of engineers to the vicinity of the Lusir Ho bridge to prepare for an emergency. Trains crossing the bridge have been warned to proceed at a slow pace. As to the Yungting Ho, the southern section is on a level with is banks.—Kuo Min.

SOCCER COMMITTEES ELECTED

Discussion On Asst. Hon. Secretary's Vacancy

The first monthly meeting of the Hong Kong Football Association Council for the 1934-35 season took place yesterday evening at the Sports Club, when Major C. M. Manners, O.B.E., Chairman of the Association, presided and was supported by Mr. G. T. May, retiring Hon. Secretary, Mr. W. L. Alexander for the retiring auditors, Messrs. Percy Smith, Seth and Fleming, Mr. R. Hall, Vice-President representing the non-Chinese Civilians, Mr. F. H. Barnes (Club de Recreio), Captain E. Hague (Royal Artillery), Captain F. R. Williams (Lincolnshire Regt.), Lieut. Chapman (East Lancashire Regt.), Mr. W. Pryde (H.K. Football Club), Mr. Wong Ka Tsun (South China), Mr. H. K. Lee (Chinese Athletic), Mr. R. Gingham (St. Joseph's F.C.), Mr. A. R. Hughes (R. Navy) and Comdr. Hussey.

After the June statement of accounts had been adopted, Major Manners proposed that Messrs. Percy Smith, Seth and Fleming be re-elected auditors for the ensuing year. Captain Williams seconded the proposal which was unanimously carried.

Major Manners then proposed that they ask Mr. G. T. May, the retiring Hon. Secretary to carry on as Hon. Secretary, and this was also carried after being seconded by Mr. Pryde.

Much discussion arose as to the possible selection of an Assistant Hon. Secretary and Major Manners said that after much consideration he thought it would be an excellent thing if they asked Mr. Alves, the Secretary of the Sports Club, to fill the position as he would be right on the spot in case any information was immediately wanted.

Mr. Pryde stressed the necessity of having an Asst. Hon. Secretary who could find time to attend the large football games which had any special interest to the Association, and he understood that Mr. Alves would not be at the disposal of the Association on race days.

Major Manners said he thought that they really wanted someone who could attend to the Association's records and not so much as to attend football games and check the gate money.

It was further stressed by Mr. Pryde that it would be better if the Association showed a decent balance rather than a good set of records and intimated that it was most desirable that the Asst. Hon. Secretary should see his way to being present at large soccer games.

After further discussion it was agreed that Mr. Alves be asked to fill the vacancy as Asst. Hon. Secretary subject to the election of a Committee for the control of grounds (gate money).

Mr. Pryde asked that the Hon. Secretary note down that the subject of an election of a Grounds Committee be appended to the next meeting's agenda. This was accordingly passed.

The following Committees were elected for the year 1934-35:—

Appeals' Board: Sir Thomas Southorn, Mr. R. Hall, Mr. M. K. Lo and Capt. C. E. Elliot-Heywood.

Emergency Committee: Mr. Wong Ka Tsun, Capt. F. R. Williams and Mr. R. Hall.

League Management Committee: Mr. H. K. Lee, Mr. A. R. Hughes, Mr. A. Goldenberg, Capt. E. Hague and Mr. R. Gingham.

Referees' Committee: Capt. E. Hague, Commander Hussey, R.N. and Mr. F. H. Barnes.

The Chairman said it was the practice to vote an honorarium of $250 for the year to the Assistant Hon. Secretary, and although this matter should have been dealt with at the annual general meeting, it was overlooked and he asked that in view of Mr. A. Goldenberg's valuable assistance to the Association from the time he took over from Mr. J. Logan, that an honorium of $250 per year pro rata from the time he served until the end of the current year be voted. This was unanimously carried and the meeting then adjourned.

Quite!

"There is nothing that causes so much misery as the winning and losing of money at cards," states a cleric. I agree as regards the losing.

U. S. BASEBALL

Babe Ruth Back For Home Run

Babe Ruth, New York Yankees star batsman resumed play today after his recent accident. He proved his fitness by hitting a home run against Chicago White Sox, enabling the Yankees to win by 8 to 2.

St. Louis Cardinals won both games in their double-leader programme against Boston Braves.

The folowing were the results:—

National League

	R.	H.	E.
Cincinnati	1	10	1
New York	2	7	3

There were 11 innings.

Chicago	5	14	0
Philadelphia	6	14	2

Chuck Hartnett homered for Chicago and J. Moore for winners in 12 inning game.

Pittsburgh	2	8	2
Brooklyn	3	4	1

Lindstrom homered for Pittsburgh.

Pittsburgh	10	15	3
Brooklyn	3	10	1

Vaughan homered for Pittsburgh.

St. Louis	5	10	1
Boston	4	8	4

Wally Berger homered for Boston.

St. Louis	4	7	0
Boston	2	7	3

Wally Berger and Whitney homered for Boston and Rothrock for St. Louis.

American League

New York	8	13	0
Chicago	2	7	0

Babe Ruth homered for New York.

New York	15	19	1
Chicago	2	5	2

Byrd homered for Chicago.

Boston	2	6	0
Cleveland	4	9	0

Boston	5	10	1
Cleveland	6	10	0

Washington	6	12	0
St. Louis	4	10	1

Philadelphia	1	8	0
Detroit	0	6	1

Dietrich pitched.

Philadelphia	8	13	4
Detroit	17	14	1

Greenberg and Foxx homered for Detroit.—Reuter.

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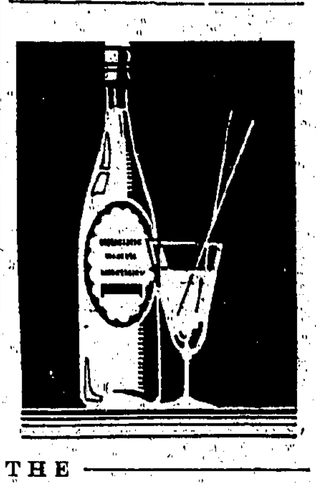

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GERMAN MOTOR RACE

(Special to the "Hong Kong Daily Press" *(Copyright.)*)

Badenbaden, July 22.

Tens of thousands of people in Badenbaden spent all day on Sunday in witnessing the result of the great two thousand kilometre automobile contest which began on Saturday morning at dawn, and in many respects the only test of its kind in the world. As already emphasised, the aim was not to discover what type of car and what driver could complete the distance in the shortest time, but which make of motorcar and which men could display the greatest powers of endurance. The first car to finish the whole route, arrived back at Badenbaden at 6 o'clock in which were two Berlin drivers, Bigalt and Tippelskirch who arrived on Sunday morning in a Fiat car which was one of the smallest types entered, seven hours and thirteen minutes ahead of the expected time. The next arrival at 6.34 was another Fiat car, seven hours and seven minutes ahead of the scheduled time. This achievement is all the more remarkable because of the violent thunder and rainstorms that prevailed for several hours on Saturday night making the roads very heavy.

THE FATEST CAR

The fastest car proved to be a Mercedes-Benz driven by the young Berliner, Bernett which averaged 91 kilometres per hour.

It was found that many heavy cars had abandoned the contest early on, only three of the 24-litre cylinder cars, out of twenty reaching the goal, while only four of the 3-4 litre cylinders out of 48 completed the course. But out of 42 2-3 litre cylinder cars, 23 arrived, thus proving the higher all-round utility of the smaller car. The winner was in group one where a speed of 88 kilometres was required, Mueller Untertuerkheim with plus 42 minutes and Unlenhautbawemmer Untertuerkheim with plus 34 minutes, both getting gold medals. In other groups, gold, silver and bronze medals will be awarded but the final results are not yet available.—Transocean Kuo Min.

A GREAT SUCCESS

Berlin, July 23.

Despite several inevitable mishaps, the grand "all around Germany" motor race was hailed as a great success. Although the final results are still outstanding, 397 out of the 885 received meals thus far.—Transocean Kuo Min.

NEW WAGNER FESTIVAL

Many Admirers Present

(Special to the "Hong Kong Daily Press" *(Copyright).*)

Beyreuth, July 22.

The city wore an exceptionally gay appearance on Sunday to mark the opening of the new Wagner festival which will last four weeks. Adolf Hitler whose personal admiration of Germany's greatest musical genius and whose keen enjoyment of Wagner's masterpieces is well known, was present. The number of foreign guests was larger than for many years, the percentage being drawn by the prospect of seeing "Parsifal," and others being drawn by the fast international air services specially installed for the event to pay a visit to Beyreuth over the week-end. The townsfolk themselves are by no means disinterested since over 700 young people take part in the chorus for which they have been preparing the whole year so that several hundred families, more or less, feel themselves participants in the festival performances.

About 20,000 people had assembled to await Hitler's arrival. When the Fuehrer's car was recognised the crowd gave way to the wildest demonstrations of delight. Almost as enthusiastic was the welcome accorded to Goebbels and his wife. Among other well-known people present were Grand Duke Hessen and family, Prince Wilhelm August, the Kaiser's fourth son, Duke Coburg, the Reichsbank President Schacht, and many composers, musicians and scientists of all nations.—Transocean Kuo Min.

Wellerism

"Will you get that alone," as the man said, wanting only one room of a flat.

THE NEXT WAR ENVISAGED

Outbreak Like A Thunderclap

(Special to the "Hong Kong Daily Press" *(Copyright.)*)

Paris, July 22.

At a congress of reserve officers of the French Army held at St. Malo on Sunday, the Minister of War, Marshal Petain, gave a speech setting forth his conception of the next war, and the steps France must take now to be prepared for it.

Petain said "The next war will be an outbreak like a thunderclap. You will lead our troops into battle just as you have done at manoeuvres in order to be able, in the very first hour of conflict, to secure victory by surprise and daring, the two factors that will determine the decision of the war."

The War minister went on to explain that when this conflict broke out the whole nation had to be involved. The entire country must therefore be in a position to meet with the frightful test of sudden attack. Therefore, the reserve officers must prepare the civil population, morally and materially, for what is coming. Preliminary training in France had been far too neglected although in 1929 when the one year system of compulsory military training was introduced the necessity of military preparation for the youth had been pointed out. In view of the highly complicated nature of the weapons used nowadays, a far longer period of training was necessary than permitted by the solitary year of service. This meant that training was far too superficial. Nevertheless, the present French Government would retain the present military legislation but this implied that military preparation for the youth must be taken in hand now. At the time when the world was resounding to the echoes of the most foolhardy enterprises, France was obliged to take steps to rescue her ideals and her Fatherland. France wanted to preserve with dignity the peace won by the sacrifice of one and a half million dead. The speaker concluded with a quotation from Anatole France "take away the military virtues and the whole social structure will collapse." Adherence to this principle, said Petain, was the supreme duty of the Reserve Officers Corps.—Transocean Kuo Min.

RESOLUTIONS PASSED

(Special to the "Hong Kong Daily Press" *(Copyright.)*)

Paris, July 22.

The National Union of reserve officers of the French Army held its annual congress at St. Malo this week-end when numerous sub-committees studied and connected with the completion of the organisation of national defence. Some committees worked out the proposals for the organisation of the French fighting forces in the case of war, and others considered the defence of the civil population, some dealing with the changes that will have to be made instantly the conflict breaks out, and to adapt the industrial production to war conditions.

In the plenary session, a number of resolutions were passed, among others was one in which the Government was warned not to allow itself to be surprised by the events in the Saar but to take all necessary measures to assure freedom and safety of the plebiscite of January, 1935. Moreover, the Government was urged to adopt the plans worked out some years ago by Paul Boncour for the organisation of the nation to meet wartime needs. By this means, the entire population, including those incapable of taking part in actual warfare, for instance, women and children, should be allotted each a personal task.—Transocean Kuo Min.

DISMISSALS AT MEMEL

(Special to the "Hong Kong Daily Press" *(Copyright.)*)

Memel, July 22.

The arrest and sentence to dismissal of Germans hitherto employed in the public service in Memel continues briskly, despite the recent official denials by the Lithuanian Government that such action was taking place. All three German political parties in the territory having been declared dissolved by the Government, no less than 15,000 or one quarter of the qualified German voters were thereby automatically disenfranchised. Since July 11, eighty-three officials in the Department of Justice were dismissed. The mandates of eight deputies for the German members of the Memel Parliament were actually withdrawn, including that of the German, von Dressler, the president of the Parliament.

In a recent interview with the Press, Mayor Simonaitis declared "the reorganisation of the civil service apparatus may be expected to continue ruthlessly." The Memel Press declares that the next step projected is the dissolution of the Municipal administrations which will mean the expulsion of 700 Germans minor officials. Dismissals on a sweeping scale are also reported from the police, forestry, medical, education and state theatre services.—Transocean Kuo Min.

ONE MORE BANK

Branch Of Chinese Concern Opened

Yesterday morning, many leading merchants and brokers had a glass of champagne and a sandwich at No. 7 Ice House Street, the premises formerly occupied by the Ice House Snack Counter, but now the home of the Hong Kong branch of the Shanghai Commercial and Savings Bank Limited, which commenced business here this week.

Mr. David W. K. Au the manager of the local branch and Messrs. T. G. Mao and H. S. Tsu the assistant managers were the recipients of congratulations from their many Chinese and foreign friends, when an informal reception was held at the new premises.

The bank, which is registered at Nanking was started twenty years ago by Mr. Chuang Teh Tse, who is now its Chairman and by Mr. K. P. Chen who is now the General Manager at the head office. It has fifty branches in various parts of China and ten branches in Shanghai city alone. Formerly the bank had a sub-office in Hong Kong in Queen's Road Central, but with increased business here it was decided to open a new branch office in this city.

The bank has a capital of $5,000,000 and a reserve fund of $4,000,000. It handles banking business of all kinds, but specialises in the remittance of funds to and from all parts of China.

It is the first bank of its kind in China to use Saving Machines, Posting Machines, Calculators, etc., and an inspection of the new branch in Hong Kong shows that it is very well equipped in this direction.

H.K. POLICE RESERVE

(ORDERS BY THE HON. MR. E. D. C. WOLFE, C.M.G., I.G. OF POLICE)

CHINESE COMPANY

Training Course—Part II

All recruits of the Chinese Company will attend at the Chinese Company Headquarters on Tuesday, July 24th. at 17.30 hours for instruction.

Leave

During the absence on leave of Sub Inspector (R) Ow Yeung Kin Heng, Sub Inspector (R) Tsui Kwing Kong has been appointed to act as Equipment Officer in addition to his ordinary duties, as from 20th. July, 1934 until further notice.

INDIAN COMPANY

Training Course—Part II

All recruits of the Indian Company residing at Kowloon will attend 4, Chi Woo Street, Kowloon on Wednesday, July 25th. at 17.30 hours for instruction.

All recruits of the India Company residing at Hongkong will attend Chinese Company Headquarters, 17, Queens Road Central on Thursday, July 26th. at 17.30 hours for instruction.

FLYING SQUAD

Instructional Patrol

The next instructional patrol of the Hong Kong Section will take place on Friday, July 27th. Members will fall in at Central Police Station at 17.30 hours sharp. All members will attend. Dress—White Uniform, Cap with White Cover, Belt with Brace and Truncheon.

C. CHAMPKIN,
Acting, D.S.P. (R).

Hongkong, 23rd. July 1934.

DODWELL & CO., LTD.
Sole Agents.
Tel. 20636. Queen's Building.

SUMMER CLOTHES

A suit that shows stains
A dirty tone, a lack of pressing,
is a reflection on your character. Men and women alike cannot help judging by appearance.

SPECIAL SUMMER DRYCLEANING PRICES.
Gabardine, Palm Beach, White Serge, Flannel, Alpaca, Mohair and Silk.

THE STEAM LAUNDRY CO.
Sanitary Laundrymen, Dyers and Dry Cleaners.
HEAD OFFICE & WORKS: Mongkok. Tel. 57083.
NEW PENINSULA DEPOT, 27, Nathan Road, Tel. 58545.
336, NATHAN ROAD, Tel. 58906.
60, QUEEN'S ROAD CENTRAL, Tel. 21279.

Keep strong and conquer these signs of

Advancing Age

Dizziness
Palpitation
Difficult breathing
Nervous irritability
High Blood-Pressure

by taking

KALZANA

Keep your arteries young—every man and woman, especially those over 35, should remember this advice. For such complaints as high blood-pressure, nervous irritability, easily induced fatigue and lessening resistance may affect your arteries and heart.

Overcome these signs of advancing age—keep your blood-pressure normal and enjoy undisturbed health by taking Kalzana. It contains the vital mineral salts needed to give new power of resistance to your body—and what is of vital importance: Kalzana also reduces high blood-pressure.

"I have been surprised at the great value of Kalzana in the direction of toning up the nervous system in particular as well as its remarkable influence on the functional activity of all organs."
B.A., M.R.C.S., L.R.C.P.

High Blood-pressure.

High blood-pressure causes dizziness, heart troubles and a host of other unpleasant complaints.

After taking Kalzana, however, your blood-pressure soon becomes normal again and any disturbing symptoms of advancing age quickly disappear. Keep strong and healthy throughout middle age. Start your course of Kalzana to-day.

Kalzana

The Mineral Food for Better Health

Obtainable at all Chemists

DAILY SHARE QUOTATIONS

Hong Kong Stock Exchange — Sharebrokers' Association

Buyers	Sellers	Sales	Nominal	MONDAY, JULY 23.	Buyers	Sellers	Sales	Nominal
				Banks				
$18.0	...	...	...	H.K. Banks	$17.90	...	...	...
-	...	...	£139	Do. (London)	...	...	...	...
...	...	...	£16	Chartered Banks	...	...	...	£16½
...	...	...	£30½	Mercantile Bks. "A"	...	...	...	£28½
...	...	...	£13½	Do. "C"	...	...	...	£15
284	...	...	...	Bank of East Asia	583	...	...	...
	...			N. O. & S. Banks		...	...	$5.80
...	...	...	$20	Am. O. Fin. Corp: S.		...	...	...
	...		14	Ch. Fin. Corp. Ord. S.	...	...	...	...
...	...	...	36	Do. Pref. S.	...	...	...	...
				Insurances				
...	...	...	$290	Canton Insurances		$395	...	...
$1.20	...	...	...	Underwriters	$1.20	...	...	...
:640	...	...		Union Insurances	$:35	...	...	...
...	...	...	$510	China Fires	...	...	...	...
3230	...	...	...	H.K. Fires	...	...	...	$550
...	...	...	16	International Assce. S.	...	$230	...	...
				Shipping	...	...	...	...
...	...	...	$41.15	Douglases	$41½			
...	...	...	37	Steamboats	...	...	...	37
...	...	...	330	Indos (pref.)	...	...	...	$30
...	...	...	31	Do (def.)	...	...	...	$35
...	...	...	48/10½	Shells	...	...	...	50/-
...	...	...	$12½	Waterboats	$12½	...	...	...
				Mining				
63 cts.	...	...	...	Amtamoks	...	...	...	65 cts.
$3½	...	...		Balatocs	...	...	...	
42 cts.	...	...	...	Baguio Gold	43 cts.	45 cts.	...	
...	...	...	$32	Benguet Consolidated	...	...	...	$31
18 cts.	...	...		Do. Exploration	18 cts.	20 cts.	...	
...	...	...	20 cts.	Do. Goldfield	...	...	...	...
...	...	...	12 cts.	Big Wedge	14 cts.	...	...	...
...	...	...	24 cts.	Gold River	...	...	...	26 cts.
...	...	...	32	Gold Creek	...	...	...	...
$2½	...	...		Ipo Mining	...	...	...	...
...	...	...	$5	Itogons	...	...	...	...
...	...	...	18/-	Kallans	...	...	...	27/-
...	...	...	$21	Langkats (single) S.	...	...	...	$31
...	...	...	35	Explorations	...	...	...	$5
...	...	...	$6½	Shanghai Loans S.	...	...	...	$6
...	...	...	$13	Raubs	$12.90	...	...	
...	...	...	$7	Venezuela Gold Flds.	...	...	...	56.80
				Docks, Wharves, Godowns, etc.				
$108	...	...	...	H.K. & K. Wharves	$108	...	...	...
$1.60	...	...	...	Providents (old)	$1.65	...	...	...
...	...	...	50 cts.	Do. (new)	...	...	...	...
...	...	...	$12	H.K. & W. Docks	...	...	...	45 cts.
...	...	...	...	S. China Motors 'A'	...	...	...	$12
...	...	...	...	Do. "B"	...	...	...	$2
...	...	...	$131	Shanghai Docks S.	...	...	...	$2
...	...	...	$5	New Engineerings S.	...	...	...	$131
...	...	...	$352½	Hongkews (old) S.	...	...	...	$5
...	...	...	$320	Do. (new) S.	...	...	...	$5½
				Lands, Hotels, and Buildings				
$5½	...	...	...	H.K. Hotels	$5½	...	...	...
$5½	...	...		H.K Lands S.	$57½	...	...	...
...	...	...	$25½	Shanghai Lands S.	...	...	...	...
...	...	...	$14	Metropolitan Lands	...	...	...	...
...	...	...	$5½	H.K. Realties	...	...	...	$5.40
...	...	...	$15½	China Do S.	...	...	...	...
...	...	...	$137	Do. Debentures S.	...	...	...	...
$10.40	...	...	...	Humphreys	...	...	...	$10½
...	...	...	...	New Asia Hotel	...	...	...	$45
...	...	...	$140	Asia Realties "A" S.	...	...	...	...
...	...	...	$20	Do. "B" S.	...	...	...	...
$86½	...	...	...	Chinese Estates	...	...	...	...
				Cotton Mills				
...	...	...	$11.40	Ewos S.	...	$11.30	...	...
...	...	...	$73½	Shai Cottons (old) S.	...	...	...	...
...	...	...	$42½	Do. (new) S.	...	...	...	...
...	...	...	$11½	Zoong Sing S.	...	...	...	$11½
...	...	...	63	Wing On Textiles (S.)	...	...	...	$68
				Public Utilities				
$21½	...	...	...	Tramways	$21½	...	...	...
...	...	...	$15	Peak Trams (old)	...	$14.60	...	...
...	...	...	37	Do. (new)	...	$6.60	...	...
...	...	...	$10.½	Star Ferries	$1.00	...	...	...
$21½	...	...	...	Yaumati Ferries	$21½	...	...	...
$8.70	...	...	...	China Lights (old)	$8.75	...	...	...
$8.35	...	...	...	Do. (new)	...	...	...	$8.40
$71½	...	...	...	H.K. Electrics	$71½	...	...	...
...	...	...	$25	Macao do.	...	...	...	...
...	...	...	12	Sandakan Lights	...	...	...	...
$21½	...	125	...	Telephones (old)	$24.90	...	...	...
...	...	...	$12	Do. (new)	...	...	...	$12.10
...	...	...	$13.20	China Buses S.	...	...	...	...
5/-	...	...	...	Tractions	...	...	...	...
17/-	...	...	...	Do. (pref.)	...	...	...	...
				Industrials				
...	...	...	$12	Malabon Sugars	...	...	...	...
...	...	...	$21	Caldbeck, (ord.) S.	...	...	...	...
...	...	...	$18½	Macgregors (pref.) S.	...	...	...	...
...	...	...	$2.70	Canton Ices	...	...	...	$2½
$2.60	...	12.70	...	Cements	$2.60	...	...	...
...	...	...	44.	Ropes	...	...	...	$4.30
				Miscellaneous				
...	...	...	$26	Dairy Farms	$25.90	...	26.07½	...
...	...	...	$4	Der A Wings	...	...	...	...
...	...	...	$4	Amusements	...	$4	...	...
...	...	...	$7½	Ch. Entainments	$7½	...	...	...
$1.60	...	...		Constructions, (old)	$1.65	...	...	...
75 cts.	...	...	...	Do. (new)	75 cts.	...	...	...
...	...	...	$4.30	Lane Crawfords	$4.20	...	...	...
...	...	...	$21	Mackintoshs	...	...	...	...
...	...	...	...	Nanyang Tobacco	$4.10	...	...	...
...	...	...	$10.50	Sinceres	...	...	...	$10½
$5.40	...	...	...	Watsons	...	...	...	$5½
...	...	...	70 cts.	Wm. Powells	...	...	...	55 cts.
...	...	...	$2	M. Greyhounds	...	...	...	...
90 cts.	...	...	...	S. C. Enterprises	$1.10	...	...	...
...	...	...	$2	United Theatres S.	...	...	...	...
...	...	...	87½%	Ch.G. 5% 1925 G. Bds.	56½%	...	...	...
8½%	prem.	...	...	H.K. Govt. 4% Loans	...	...	...	8½%
1½%	perm.	...	...	Do. 3½%	1%	...	...	...
...	...	...	$7½	Wallace Harper	...	...	...	...
...	...	...	$108	H.K. Wing On	...	...	...	$150
...	...	...	...	S'hai Do.	...	...	...	$115

U.S. BOND ISSUE

Washington, July 23.

The Treasury is to-day offering $100,000,000 of three per cent. Federal Farm Mortgage Corporation bonds, maturing in 1933/40, fully guaranteed by the Government.

The proceeds will be used largely to repay the Treasury advances made to the Reconstruction Finance Corporation.

This is the first time that the Treasury has acted as a fiscal agency for another government agency.—Reuter.

MINISTER OF INTERIOR IN NANKING

Nanking, July 23.

The Minister of the Interior, Mr. Huang Shao Hsiung arrived here this morning and is shortly proceeding to Kiangsi to report to Marshal Chiang Kai Shek on his mission to South China.—Reuter.

SHANGHAI RUBBER SHARES

Messrs. Carroll Bros. have received the following quotations on Singapore Rubber Shares:—

	Buyers	Sellers
Allenbys	Sts$1.75	Sts$1.80
Ayer Moleks	1.20	1.30
Ayer Panas	1.67½	1.75
Changkat Serdangs	4.40	4.60
Connemaras	1.55	1.65
Glenealys	2.25 C.D.	2.35
Jeram Kuantan	1.15	1.25
Kedahs	2.90	3.00
Lunas	2.20	2.30
Malaka Pindas	1.55	1.60
New Serendahs	2.25	2.35
Pajams	2.20	2.30
Sandycroft	1.35	1.45
Sungei Bagans	3.30	3.50
Tambalaks	.87½	.02½
United Malacca	1.55	1.60

NEW YORK STOCK AND COMMODITY QUOTATIONS

AMERICAN ORIENTAL FINANCE CORPORATION AND S. E. LEVY & CO.

New York, July 21.

The American Oriental Finance Corporation report through their New York agents, Messrs. E. A. Pierce & Co., states:—

Stocks:—Although showing some resistance there still remains the possibility of further testing. However, selective buying seemed to be coming in to some extent at various points.

Wheat:—The market opened at about 1½ cents higher. Weather conditions are still unfavourable although the indications are for showers in the North and the West. The strength of the Corn market is a sustaining influence and traders are inclined to even up their positions over the week-end. Hedging pressure was comparatively light. The Winnipeg market is steady, with a good undertone.

Cotton:—In spite of Southern selling early in the day, the market moved up easily on small buying Europe also bought, replacing long lines recently sold. In the West the weather continues to be dry and the forecast offers little encouragement.

New York, July 21.

Messrs. S. E. Levy & Company's report, through their New York agents, Messrs. White, Weld & Co., states:—

Stocks:—The market showed more stability to-day, although the volume of business was not impressive. The current decline has again, in our opinion, placed gold and silver shares in the buying range.

Bonds:—The firm trend of high-grades continues. Second-grades were slightly easier.

Cotton:—The week-end weather forecast was bullish. The Trade continues to buy, confirming the desirability of purchases.

Wheat:—The weather has been unfavourable both in the Domestic and Canadian wheat belts. Good support for both wheat and corn, especially the latter, is expected on all dips.

NEW YORK MID-DAY PRICES

The following mid-day prices were received yesterday from New York by Messrs. American Oriental Finance Corporation and S. E. Levy & Co.

COMMODITIES

	July 21	July 23				
	Close	Open	10.30	11.00	11.30	Mid-day
Sterling:	5.04½	5.04½	5.04½	5.04½	5.04½	5.04½
Cotton: October	13.04	12.90	12.97	12.95	12.90	12.83
Cotton: December	13.18	13.02	13.09	13.12	13.01	12.95
Silver: September	46.71	—	46.25	46.25	46.25	46.25
Silver: December	47.00	—	46.70	46.70	46.70	46.70
Silk: December	1.15½	—	1.15B	1.14½B	1.14½B	1.14½B
Rubber: September	14.84	—	14.90	14.90	14.87	14.87
Rubber: December	15.25	—	15.28	15.25	15.26	15.23
Chicago Wheat: Sept.	100½	—	101½	101½	101½	100½
Chicago Wheat: Dec.	102	—	103	103½	102½	102½
Corn: September	64½	—	65½	66½	66½	65½
Corn: December	67½	—	69½	69½	69½	68½
Winn. Wheat: October	86½	—	—	87½	87	86½

STOCKS

Am. Smelting	38½	—	38½	38½	38	37½
Anaconda Copper	12½	12½	12½	12½	—	12½
Auburn	22½	22½	22½	22½	—	22½
Baltimore and Ohio	19½	—	19½	19½	19½	19
J. I. Case	48	—	48	—	48	47½
Consolidated Gas	32½	—	32	32	—	31½
Dupont	89	—	90	90	—	88½
Elec. Bond and Share	12½	—	13	13½	—	12½
General Motors	30½	30½	30½	30½	—	30
Inter. Tel. and Tel.	11½	—	11½	11½	—	10½
McIntyre Porcupine	47	—	—	—	—	47
Montgomery Ward	27½	27½	27½	27½	—	26½
Natl. Distillers	18½	—	19½	19½	18½	18½
N. Y. Central	25	—	25	25½	—	23½
Socony Vacuum	15½	15½	15½	15½	—	15
Standard Oil of N. J.	43½	43½	43½	43½	—	43½
United Aircraft	14½	15½	15	15½	—	14½
U. S. Steel	37½	37½	38	37½	—	37½
Westinghouse	33½	33½	33½	33½	—	32½

LONDON SILVER

London Gold: £6. 17.10½+1d.

London Rubber: 7.5/16 (B), 7.7/16 (S) unchange 7.5/16 steady.

Liverpool Cotton: 6.80d.+1 point.

Liverpool Wheat. 5/6+1d.

London Silver: 20.3/16 Spot, 20.5/16 Forward.

London-New York Cross: Noon 5.04½, 2 p.m. 5.04 3/16.

COMMODITY PRICES

New York Cotton

New York, July 21.

	July 20	July 21			
	Closing	Opening		Closing	
July	12.69	12.83	12.84	12.90	12.90
Oct.	12.88	12.95	12.96	13.04	13.04
Dec.	13.01	13.10	13.12	13.17	13.16
Jan.	13.01	13.14	13.15	13.21	13.21
Mar.	13.13	13.27	13.29	13.31	13.31
May*	13.20	13.37	13.37	13.39	13.39
Spot	13.00			13.15	

*(1935).

Chicago Wheat

July.	97½	97½	97½	99½	99½
Sept.	99½	99½	99	100½	100½
Dec.	100½	100½	101	102½	102

Friday's sales: 41.525,000 bushels. Not available

Chicago Corn

July	62½	62½	62½	63½	63½
Sept.	63½	63½	63½	64½	64½
Dec.	66½	66½	66½	67½	67½

Total sales: 17,660,000 bushels. Not available

Winnipeg Wheat

July	84½	84½	84½	85½	85½
Oct.	86	85½	86½	86½	86½
Dec.	87½	87	87½	87½	87½

S. E. LEVY & CO.'s CABLES

The following cabled reports were furnished by Messrs. S. E. Levy & Co. last night.

Weather Condition Report—9.25 p.m.

Cotton:—Weather conditions in the West are not quite so hot with better signs of some relief. In the East the weather is clear and hot.

Grains:—Throughout the South-West of the entire Corn Belt and much of the North-West conditions were terrible during the week-end. There are no general signs of relief but cooler weather is in sight in the West and in the North. Weather conditions in the spring belts are more favourable.

London Forecast—9.07 p.m.

While the general opinion is that conditions are not too bearish we are unable at present to see any cheering news likely to influence Wall Street which is anticipated to open steady to a little lower. There is fear that if prices sag too much long-term holders will become discouraged.

Wheat:—Strong in sympathy with Corn.

Cotton:—Uncertain.

Rubber:—Steady.

H. K. STOCK EXCHANGE

YESTERDAY'S OFFICIAL QUOTATIONS

There seems to be a slightly firmer tone in the market, several stocks having improved in price, Wharves having been done at $110. Trams at $21.60. There are further buyers of these stocks, also of Hotels at $5.55 China Lights (Old) at $8.75 and new Constructions at 78 cents.

Banks and Unions have also appreciated in value, owing to weaker Exchange, business having been done at $1810 and $545 respectively.

Sales.

Union Insurances, $545.
Baguio Gold, 43½ cents.
Wharves, $110.
Hongkong Trams, $21.60.
Telephones (Old), $25.
Cements, $2.70.

Buyers.

Hongkong Banks, $1810.
Bank of East Asia, $84.
Union Insurances, $545.
Underwriters, $1.20.
H.K. Fire Insurances, $230.
Antamoks, 63 cents.
Balatocs, $32½.
Baguio Gold, 42 cents.
Benquet Explorations, 18 cents.
Ipo Mining, $2½.
Wharves, $109.
Providents (Old), $1.60
Hotels, $5.55.
Hongkong Lands, $58½.
Humphreys, $10.40.
Chinese Estates, $86½.
Hongkong Trams, $21.55.
Yaumati Ferries, $21½.
China Lights (Old), $8.75.
China Lights (New), $8.40.
Electrics, $71½.
Telephones (Old), $24½.
Singapore Tractions, 5/-.
Singapore Tractions (Pref), 17/-.
Cements, $2.65.
Watsons, $5.45.
South China Enterprise, 90 cts.
Constructions (Old), $1.60.
Constructions (New), 78 cents.
Govt. Loan (4%), 8½% Prem.
Govt. Loan. (3½%), 1½% Prem.

THE EXCHANGE MARKET

MESSRS. ROZA BROS. REPORT

Silver prices at 20 5/16 for Ready and 20 7/16 for Forward were 1/8 down for both deliveries. Some speculative support was given to the market against sales for account of India and China. The closing tone was steady. The New York rate was 46½ but this was the official price, the market being closed on Saturday as usual.

In New York Sterling opened at 5.04½ and closed at the same rate.

Market

Opened inclined to be easy for a part of the morning but subsequently steadied somewhat. Business was small.

Sterling

Was on offer at 1/5 25/32 with buyers at 1/5 13/16 leading to some business at 1/5 13/16 for August and subsequently for cash. The market closed with sellers at 1/5 25/32 and buyers at 1/5 13/16 for July.

U.S. Dollars

Were a quiet market with sellers at 37 5/16 and buyers at 37 7/16 but 37½ was accepted. At the lunch hour 37 3/16 was still obtainable with buyers a 37 7/16.

Yen

125.

Shanghai Dollars

Sellers 110 9/16, buyers 110½.

Shanghai Market

Quiet, Sterling at 1/4 1/16 sellers, 1/4½ buyers and Dollars at 33 13/16 sellers 33½ buyers. Dollars eased off 1/8 later but subsequently steadied to the opening rates quoted above.

IN THE AFTERNOON

For a part of the afternoon the market was quite robust but later the tone eased off somewhat.

Sterling

Sterling was done at 1/5 13/16, 1/5 27/32 for August and 1/5 27/32 for near, the latter being the selling rate for quite some time with buyers bidding 1/5½ for July/August. Later buying inquiries at 1/5 27/32 were not satisfied, the market closing with likely buyers at that rate and sellers at 1/5 13/16.

Shanghai Dollars

Dollars were done at 37½ for July and 37 9/16 for August, closing with sellers at 37 7/16 for July and buyers at the business rates stated above.

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NEW YORK STOCK EXCHANGE

THROUGH REUTER'S

AMERICAN ORIENTAL FINANCE CORPORATION AND S. E. LEVY & CO.

QUOTATIONS

New York: July 21.

		High	Low	Last Close	Today's Close	Change	
New York/London Cross-rate		5.04½	5.04½	5.04½	5.04½	0½	off Quiet
New York Cotton	—December	13.30	13.07	13.01	13.18	0.17	up
New York Silver	—September	—	—	46.71	—	—	
	December	—	—	47.00	—	—	
New York Rubber	—December	—	—	15.25	—	—	
Chicago Wheat	—December	102½	100½	100½	102	1½	up
Chicago Corn	—December	67½	66½	66½	67½	1½	up
New York Silver (Business done		—	—	46-11/16	46½	0-5/16	off Dull
San Francisco " " " price)		—	—	46-9/16	46½	0-3/16	off Dull

Dow Jones Averages.	High—1933/34	Low: July 20.	July 21.	Change
30 Industrials	110.74	50.16	94.62	0.12 off
20 Rails	56.94	25.42	40.64	40.27	0.37 off
20 Utilities	37.73	19.33	21.96	21.83	0.13 off
40 Bonds	95.48	73.21	95.44	95.38	0.06 off
11 Commodity Index	60.44	41.98	58.95	—	—

Div. $ Per Sh.		1933/34 High	Low	Last July 20.	Sale July 21.
3.00	Air Reduction	112	47½	$97½	$98½
6.00	Allied Chemical & Dye	180	70½	133½	131½bid
4.00	American Can	107½	49½	98½	97½
—	American Radiator	19	4½	—	13½
—	American Smelting	55½	10½	38½	38½
9.00	American Tel. & Tel.	134	86½	112½	112
5.00	American Tobacco "B"	84½	50½	77	76½
1.00	American Waterworks	43½	5	18	17½
—	Anaconda Copper Mining	22½	5	12½	12½
—	Auburn	84½	24½	22½	22½
—	Bendix Aviation	23½	6½	13	13½
1.60	Borden Company	37½	18	28½	27
—	J. I. Case	103½	30½	49	48
—	Canadian Pacific	20½	7½	13½	13½
0.50	Caterpillar Co.	33	5½	25½	26
1.40	Chase National Bank	40½	15½	27 bid	26½bid
1.00	Chrysler Motors	60½	7½	38½	38½
3.40	Consolidated Gas of N.Y.	64½	31½	32½	32½
—	Curtiss Wright	5½	1½	2½	2½
2.00	Du Pont de Nemours	103½	32½	99	98bid
3.00	Eastman Kodak	160½	46	20	19½
—	Electric Auto-Lite Co.	31½	10	12½	12½
6% s.	Electric Bond & Share	48	9½	4½	4½
—	Electric Power and Light	15½	3½	19½	19½
0.40	General Electric	30½	10½	31½	31½
1.60	General Foods	39½	21	30½	30½
1.00	General Motors	42	10	12½	12½
1.00	Gillette Safety	21½	7½	19½	19½
1.20	Gold Dust	27½	12	32½	32½
0.60	International Harvester	46½	13½	25½	25
0.10	International Nickel	29	6½	11½	11½
—	International Tel. & Tel.	21½	5½	9½	9½
4.00	Liggett & Myers "B"	99½	49½	25½	25½
1.00	Loew's Inc.	36½	8½	47	47
2.00	Mc Intyre Porcupine	50½	18	27½	27½
—	Montgomery Ward	36½	8½	34½	34½
2.00	National Biscuit	64½	31½	25½bid	25½bid
1.00	National City Bank	43	16½	17½	18
1.20	National Dairy Products	25½	10½	19	18½
—	National Distillers	41½	20½	25½	25
—	N. Y. Central	58½	14	15½	15½
0.60	Otis Elevator	25½	10½	16½	16½
1.50	Pacific Gas & Electric	31½	15	3½	3½
—	Packard Motors	6½	1½	28½	28
0.50	Pennsylvania Railway	42½	13½	5½	5½
—	Radio Corpn.	12½	3	41½	42
—	Sears Roebuck	51½	12½	15½	15½
0.40	Socony-Vacuum Corpn.	19½	6	20½	20½
—	Southern Pacific	30½	11½	20	19½
1.00	Standard Brands	37½	13½	8½	8½
—	Standard Gas	22½	5½	43½	43½
1.00	Standard Oil Co. of New Jersey	50½	22½	23	22½
1.00	Texas Corporation	31½	10½	6½	6½
0.12½	Trans-America	9½	2½	115½	114½
1.00	Union Carbide & Carbon	51½	19½	4½	4½
6.00	Union Pacific	133	61½	42	42
—	United Air and Transport	16½	16½	14½	14½
—	United Corporation	14½	4	38	37½
—	United States Steel	67½	23½	33½	33½
—	Westinghouse E. & M.	52½	19½		

H.K. SHAREBROKERS' ASSOCIATION

BUYERS

Banks, $1805.
Bank of East Asia, $84.
Underwriters, $1.20.
Antamoks, 64 cts.
Baguio Gold, 43 cts.
Raubs, $12.90.
Hotels, $5½.
Lands, $58.
Providents (old), $1.65.
Yaumati Ferries, $21½.
Lights (Old), $8.75.
Electrics, $71½.
Telephones (old), $24.80.
Cements, $2.60.
Entertainments, $7.80.
Constructions (old), $1.65.
Constructions (new), 75 cts.
Lane, Crawfords, $4.20.
Gold $ Bonds, 86½%

SELLERS

Baguio Gold, 45 cts.
Cements, $2.70.

SALES

Trams, $21.55.
Dairy Farms, $25.90.
Lane, Crawfords, $4.25.

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* (HAL) m.v. "LEVERKUSEN" for Shanghai, Taku, Dairen, Kobe, Osaka, Yokohama, Nagoya..... 2nd Aug.

* (NDL) s.s. "DONAU"... ..... for S'hai., Taku Bar, Dairen, Tsingtau, Yokohama, Kobe, Osaka .. .. 9th Aug.

* (HAL) s.s. "BOCHUM".....for S'hai., Yokohama, Kobe, Osaka, Moji, Taku, Dairen, Tsingtau..... 16th Aug.

† (NDL) m.s. "FULDA".....for S'hai., Taku Bar, Dairen, Tsingtau, Y'hama, Nagoya, Kobe..... 24th Aug.

HOMEWARD SAILINGS

(NDL) s.s. "LIPPE"... .....for Genoa, M'lles., Oran, Havre, R'dam., Hamburg, Bremen, 28th July

† (NDL) s.s. "TRIER".....for Genoa, Barcelona, Lisbon, Dover, R'dam., Hamburg, Bremen ..... 1st Aug.

† (HAL) m.s. "SAUERLAND"...for Genoa Rotterdam, H'burg. ..... 4th Aug.

* (NDL) m.s. "TRAVE".....for Marseilles, R'dam., H'burg., Bremen..... 7th Aug.

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* (NDL) s.s. "ALSTER" ..... for Genoa, Marseilles, Oran, R'dam., Hamburg, Bremen . 28th Aug.

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MME. CURIE DIES

Killed By Radium She Discovered?

(Special Air-Mail Service)

London, July 6.

Mme. Marie Curie, who helped her husband to discover radium, died this morning in a sanatorium at Sancellemos, near Sallanches in the Haute-Savoie department.

She went to the mountains last month to have treatment for anaemia.

While some state that death was due to tuberculosis, Mme. Curie's friends and her laboratory associates declare that she was a victim of the emanations from radium, which can either kill or cure.

She had known for some time, it is added, that she was affected by these emanations and that she was no longer strong enough to fight against them.

One of her close collaborators at the Radium Institute, Dr. Fournier, told me this afternoon that even when she was ill she would not let go any detail of her responsibilities. "She never thought about herself," he said, "but only about her work. From this she would take no rest."

"Even when she went on holiday to Brittany she took with her an amount of work which would have been more than sufficient for an ordinary man, although she was supposed to have gone for a rest."

The collaborator who has worked so closely with her at the Paris Radium Institute emphasised also the fact that she never sought any honours.

She had been warned by those about her that she was over-taxing her strength, but she would take no heed of such warnings. She regarded her scientific abilities as a gift which she must use for the benefit of humanity.

She was eager to the last to fulfil all the responsibilities entailed by the direction of the Radium Institute, and looked after the business, as well as the scientific, side of it.

Many of those working under her direction took to her their little domestic troubles and asked her advice.

Mme. Curie will be laid to rest in the family vault at Sceaux, by the side of her husband, Pierre Curie.

LONDON EXCHANGE RATES

(British Wireless Service.)

On	Sterling Parity	July 16.	July 21
Amsterdam	12.10 Florins	7.43½	7.46
Athens	375 Drachmae	525 S.	525 S.
Belgrade	276,316 Dinars	221	—
Berlin	20.43 Marks	13.15½	12.95½
Bombay	1s. 6d. per Rupee	1/6 1/16	1/6 3/64
Brussels	36 Belgas	21.56½	91.
Bucharest	813,588 Lei	503	—
Buenos Aires	47.56d. per Peso	38½ S.O.	38½ S.O.
Copenhagen	18.159 Kroner	22.39½	22.39½
Geneva	25.22½ Francs	15.43	15.48
Helsingfors	193.23 Marks	226¾	226¾
Hongkong		1/5½	1/5½
Lisbon	110 Escudos	110	110½
Madrid	25.22½ Pesetas	36 13/16	36 15/16
Milan	92.46 Lire	58 21/32	58 27/32
Montevideo	50.38d. per Peso	38 11/16	38½ S.O.
Montreal	4.867 Dollars	4.98½	4.97½
New York	4.867 Dollars	5.04½	5.04½
Oslo	18.159 Kroner	19.90½	19.90½
Paris	124.21 Francs	76 11/32	76 17/32
Prague	164.25 Kronen	121½	121½
Rio de Janeiro	26.93d. per Gold Milreis	4½ S.O.	4½ S.O.
Shanghai		1/4 3/16	1/4½
Stockholm	18.159 Kronor	19.40	19.39½
Vienna	34.56½ Schillings	27	27
Yokohama	24.58d. per Yen	1/2½	1/2½
Silver (spot)		20¾	—
Silver (forward)		20 11/16	—
War Loan	3½%	3½% 104½	—

Closing Quotations

July 23, 1934.

On London:—
Telegraphic Transfer... } 1 5½
Bank Bills, on demand }
Bank Bills, 4 months' sight 1/5½
Credits, four months' sight 1/6½
On Shanghai:—
On Demand 110
On Singapore:—
On demand 62½
On Japan:—
On demand 122½
On India:—
Telegraphic Transfer... } 96¾
Bank, on demand ..... }

On New York:—
Bank Bills, on demand 36⅞
Credits, 60 days' sight.. 8⅛
On Batavia:—
On demand 54
On Paris:—
Bank Bills, on demand 577½
Credits, 4 months' sight 90
On Saigon:—
On demand 55⅞
On Manila:—
On demand 73½
On Bangkok:—
On demand 127½
Sovereigns, Bank Buying Rate 1/6½
Bar Silver, per oz. 20 5/16

NANKING AND CANTON

Desire For An Understanding

Canton, July 22.

Representing General Chen Tsai Tong at the field headquarters of General Chiang Kai Shek, Mr. Yang Teh Chao returned here last evening from Kuling and Nanking, where he is stationed as liaison officer.

Mr. Yang returned here to convey the instructions of General Chiang Kai Shek to General Chen Tsai Tong with regard to military and political problems. The presence of Mr. Yang in Nanking or Kuling helps to pave a better understanding between Nanking and Canton.

General Chiang Kai Shek also has a liaison officer here in the person of General Chiang Peh Cheng. He is doing similar kind of work as Mr. Yang Teh Chao is carrying out in Nanking. What information Mr. Yang brought back from the capital is not known, but it is understood that the Nanking leaders have important proposals to Canton on the political and military situation.

Canton's political status will be radically changed by the coming Kuomintang Fifth Congress, it is learned, and before that gathering meets both Nanking and Canton desire to have some sort of understanding in order to prevent an open split.

ATTACK ON RED STRONGHOLD

Combined Action

Canton, July 22.

According to Nanking press dispatches, General Chiang Kai Shek, Chairman of the Military Affairs Commission, intends to clean up the Reds in Kiangsi and Fukien before the Fifth National Congress of the Kuomintang meets at Nanking sometime in November.

In consequence of this decision, the government troops in Fukien under the command of General Chiang Ting Wen are speeding up the drive on Chang Ting in Western Fukien. Lieut.-Generals Wei Lih Huang and Chao Kwoon Tao, two well known officers, will join the drive from Northern Fukien. These three generals took a conspicuous part in defeating the 19th Route Army last January.

Another report from Nanchang, headquarters of the anti-Communist command, stated that the Communists have given up Chang Ting and are retreating towards Jui Ching, capital of the "Kiangsi Socialist Soviet Republic." If this dispatch is reliable, the anti-Communist campaign will be successfully concluded sooner than expected.

All is quiet on the Southern Kiangsi front. There has been no major operation by the Cantonese troops since the capture of Kwan Mun Ling. The present weather is too hot for serious campaign. Generals Yu Han Mow and Li Yang Ching, officers commanding the first and the second column of the Southern Route Anti-Red forces, are still in Canton, and there is no report of their return to the front at present.

However, all the divisional commanders are at the front. Constant watch is kept against possible raids by the enemy, who are adopting guerilla warfare and who attack at places least expected.

"UNDER ENGINE" SHIPS

Relationship between the dimensions of modern marine machinery and the alliance made for engine room tonnage in the computation of net tonnage, which is the basis of port dues, is becoming an important factor in the operation of vessels calling at many ports. In former times there was a tendency to under-engine ships for the sake of economy, and the tonnage regulations were framed to check what was obviously a dangerous practice. The regulations are apt to be unfair to the modern motor-liner, which gets her power from very compact machinery, and the suggestion is made that they should be so altered as to allow the motorship the full advantage. On the other hand, it may be argued that more compact machinery means more earning space and that every ship ought to pay on this. A lead is expected from the Scandinavian ship owners, who have built fast motor liners so enthusiastically.

BRITISH LINER IN COLLISION

On Her Way To London With 100 Passengers

(Special Air Mail Service)

London, July 6.

Extensive damage is reported to have been caused to the Blue Funnel liner Aeneas (10,000 tons), which has been in collision with the Norwegian tanker Belita in the Suez Canal, says a Reuter telegram from Port Said.

A passenger was slightly injured by broken glass from a port window. Ten cabins in the Aeneas are smashed.

Both steamers have been temporarily repaired and are able to proceed.

The Aeneas is on her way from China to London, and has over 100 passengers on board, some of whom joined the liner at Chinese ports and others at the Straits Settlements and Colombo.

WATER TRAFFIC PARALYSED

Due to Unprecedented Drought

Nanking, July 16.

As a result of the drying up of inland waterways following the drought, most of the shipping services in the provinces of Kiangsu and Chekiang are paralyzed.

According to messages received by the Ministry of Communications water traffic services which have few days include those between been suspended during the past Soochow and Hangchow, Huchow and Kashing (Chekiang), Soochow and Shengtse (Kiangsi). If rain does not fall in the next few days, water traffic in the two provinces will be totally paralyzed.

Due to special efforts made by the shipping companies, however, the service between Shanghai and Huchow, northern Chekiang, is still in operation.—Kuo Min.

What a Pose!

Friend: Why have you given the General such a peculiar pose?"

Sculptor: "You see it was started as an equestrian statue, and then the committee found they could not afford the horse."

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Fortnightly sailings	Fortnightly sailings
Pres. Cleveland...Aug. 1, 6 a.m.	Pres. Grant Aug. 18, 6 a.m.
Pres. Hoover..... Aug 11, 5 a.m.	Pres. McKinley Sept. 1, 6 a.m.
Pres. Taft ... Aug. 29, 6 a.m.	Pres. Jackson... Sept. 15 6 a.m.
Pres. Coolidge.. Sept. 8. Noon	Pres. Jefferson...Sept. 29, 6 a.m.
Pres. Pierce...Sept. 22, Midnight	Pres. Grant Oct. 12, Midnight

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Pres. Garfield... Aug. 4, 8 a.m.
Pres. Polk ...Aug. 18, 8 a.m.
Pres. Adams ...Sept. 1, 8 a.m.
Pres. Harrison...Sept. 15, 8 a.m.
Pres. Hayes... ...Sept. 29, 8 a.m.

MANILA

THE MOST FREQUENT SERVICE

Next Sailings

Pres. Cleveland..July 24, 6 p.m.
Pres. Hoover ...Aug. 2, 9 p.m.
Pres. Garfield Aug. 4, 8 a.m.
Pres. Grant.....Aug. 11, 6 p.m.
Pres. Polk..... Aug. 18, 8 a.m.

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CONSIGNEE NOTICES.

HAMBURG AMERIKA LINIE

NOTICE TO CONSIGNEES.

THE S.S. "NORDMARK" having arrived, from Hamburg and Ports of call, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk into the Hong Kong and Kowloon Wharf and Godown Company's godowns at Kowloon, where delivery may be obtained as soon as the Goods are landed.

Optional Cargo will not be landed here, unless Notice has been given 48 hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Tuesday, the 24th July, will be subject to Rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, 23rd July, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

All claims must reach us before Friday, the 17th Aug., 1934, or they will not be recognized.

No Insurance will be effected.

Bills of Lading will be countersigned by

JEBSEN & CO.,
Agents.

Hong Kong, 17th July, 1934 [2734

SERVICE TO READERS

THE HONG KONG, DAILY PRESS, LTD., and the HONG KONG WEEKLY PRESS, through their London Office, at 53, FLEET STREET, E.C. 4, Tel. 3137, are prepared to give Subscribers and Visitors advice regarding accommodation available, motoring facilities, suitable shopping centres, etc.

If, when at home, they will call or telephone to the above address, they will receive the utmost assistance and the latest available information on all subjects of enquiry will be placed at their disposal.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "ANTENOR"
FROM UNITED KINGDOM VIA SINGAPORE

are hereby notified that their cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 20th July.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10...5 A.M. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 27th July, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 10th Aug., or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

20th July, 1934. [2726

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESBRO', ANTWERP, LONDON, AND STRAITS.

The Steamship "BENVORLICH."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th July, 1934, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th Aug., 1934, or they will not be recognised.

To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 24th July, 1934, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., LTD.,
Agents.

Hong Kong, 18th July 1934. [2725

CHINA NAVIGATION
COMPANY, LIMITED.

SWATOW, SHANGHAI & TSINGTAO	"SOOCHOW"	On 24th July, 4 p.m.
FOOCHOW, SHANGHAI, DAIREN & NEWCHWANG	"TEAN"	On 24th July, 5 p.m.
AMOY & SHANGHAI	"KWANGTUNG"	On 25th July, 5 p.m.
HOIHOW, PAKHOI & HAIPHONG	"KINGYUAN"	On 27th July, 2 p.m.
SHANGHAI	"TAIYUAN"	On 28th July, 5 p.m.
SWATOW, SHANGHAI & TSINGTAO	"SHANTUNG"	On 29th July, 3 p.m.
SWATOW, FOOCHOW, WEIHAIWEI, CHEFOO & TIENTSIN	"HOIHOW"	On 29th July, 4 p.m.
FOOCHOW, SHANGHAI, DAIREN & NEWCHWANG	"HUPEH"	On 29th July, 4 p.m.
SWATOW & BANGKOK	"KIANGSU"	On 29th July, 4 p.m.
AMOY, SWATOW, HOIHOW & SINGAPORE	"ANHUI"	On 30th July, 9 a.m.
SWATOW, SHANGHAI & TSINGTAO	"SINKIANG"	On 31st July, 4 p.m.
AMOY & SHANGHAI	"TSINAN"	On 1st Aug., 5 p.m.
HOIHOW, PAKHOI & HAIPHONG	"KIUNGCHOW"	On 3rd Aug., 3 p.m.
AMOY & SHANGHAI	"YOCHOW"	On 4th Aug., 5 p.m.
SWATOW, SHANGHAI & TSINGTAO	"SUNNING"	On 5th Aug., 3 p.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 5th Aug., 4 p.m.
FOOCHOW, SHANGHAI, DAIREN & NEWCHWANG	"CHINHUA"	On 5th Aug., 5 p.m.
SWATOW, SHANGHAI & TSINGTAO	"SUIYANG"	On 7th Aug., 4 p.m.
HOIHOW, PAKHOI & HAIPHONG	"KWANGTUNG"	On 10th Aug., 3 p.m.
SWATOW & BANGKOK	"KALGAN"	On 12th Aug., 4 p.m.
AMOY, SWATOW & SINGAPORE	"ANSHUN"	On 13th Aug., 8 a.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to. BUTTERFIELD & SWIRE, Agents.
TELEPHONE 30831.

CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE

TRAVEL A.-O. LINE
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FASTEST and MOST UP-TO DATE STEAMERS IN THE SERVICE
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Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—12 Days
FIRST CLASS FARE TO SYDNEY, £76 RETURN
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STEAMERS	Due Hong Kong	Leaves Hong Kong	Leaves Manila	Due Sydney
CHANGTE	10 Aug.	21 Aug.	24 Aug.	2 Sept.
TAIPING	11 Sept.	18 Sept.	21 Sept.	7 Oct.
CHANGTE	12 Oct.	19 Oct.	22 Oct.	7 Nov.
TAIPING	9 Nov.	16 Nov.	18 Nov.	3 Dec.

AUSTRALIAN-ORIENTAL LINE, LIMITED
BUTTERFIELD & SWIRE, Agents.—HONG KONG—SHANGHAI.

THE EAST ASIATIC CO., LTD
COPENHAGEN

The M.S. "CHILE"
on or about 11th August, 1934
FOR SINGAPORE, PORT SAID, ROTTERDAM, HAMBURG, COPENHAGEN, AND OTHER SCANDINAVIAN & BALTIC PORTS.

FOLLOWING SAILINGS:	OUTWARD For SHANGHAI & JAPAN:	HOMEWARD For CONTINENTAL PORT:
M.S. "CHILE"	on or about —	on or about 11th Aug.
M.S. "DANMARK"	" 30th July	" 28th Aug.
M.S. "SIAM"	" 4th Sept.	" 30th Sept.
M.S. "PANAMA"	" 4th Oct.	" 31st Oct.

Optional Bills of Lading issued to United Kingdom Ports.
All vessels have excellent passenger accommodation (1st class only)
Passenger fares Hongkong/Europe £55 to £60.

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M.S. "Muinam" leaving for Bangkok via Swatow on or about 27TH JULY, due Bangkok on or about 2ND AUG.

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M.V. "JAVANESE PRINCE" ... ... July 27th
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SAILINGS FOR SWATOW, AMOY & FOOCHOW & RETURN
TUESDAYS AND FRIDAYS AT 3 P.M.

S.S. "HAINING" on TUESDAY, 24th JULY, 4 P.M.
S.S. "HAIYANG" on FRIDAY, 27th JULY, 3 P.M.
S.S. "HAICHING" on TUESDAY, 31st JULY, 3 P.M.

Subject to alteration without notice.

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ROUND-TRIP TICKETS will be issued from HONGKONG to FOOCHOW (Pagoda Anchorage) and return by the same steamer at the Reduced Rate of $100.00 including Meals while the steamers at Coast Ports (Time for Round Voyage 3 Days).

For Freight and Passage apply to:—
DOUGLAS LAPRAIK & CO., LTD.
Tel. 28037, and 28038 General Managers. P. & O. Building

ADVERTISED SAILING FROM HONG KONG

NORTHWARD

FROM HONG KONG TO COAST PORTS AND JAPAN.

Amoy.
Hai Ning, Douglas', July 24.
Tai Yuan, B. & S., July 25.
Hai Yang, Douglas', July 27
Kwang Tung, B. & S., July 27.
Santhia, B.I. (Apcar), July 27.
Anhui, B. & S., July 30.
Hai Ching, Douglas', July 31.
Sui Sang, Jardine's, July 31.
Tsinan, B. & S., August 1.
Yochow, B. & S., August 4.
Talma, B.I. (Apcar), August 10.
Kut Sang, Jardine's, August 18.
Sirdhana, B.I. (Apcar), August 24.

Chefoo.
Hoihow, B. & S., July 29.
Hang Sang, Jardine's, July 30.
Yat Shing, Jardine's, August 3.

Dalny.
Tean, B. & S., July 24.
Alster, Melchers', July 25.
Hupeh, B. & S., July 29.
Leverkusen, Jebsen's, August 2.
Donau, Melcher's, August 9.
Bochum, Jebsen's, August 16.
Hector, B. & S., August 17.
Fulda, Melcher's, August 24.

Foochow.
Hai Ning, Douglas', July 24.
Tean, B. & S., July 24.
Hai Yang, Douglas', July 27.
Hoihow, B. & S., July 29.
Hupeh, B. & S., July 29.
Hang Sang, Jardine's, July 30.
Hai Ching, Douglas', July 31.
Yat Shing, Jardine's, August 3.

Hankow
Mentor, B. & S., July 31.

JAPAN (Direct).
Bokuyo Maru, N.Y.K., July 30.
Sui Sang, Jardine's, July 31.
Tantalus, B. & S., August 4.
Chichibu Maru, N.Y.K., August 10.
Kut Sang, Jardine's, August 18.

Keelung.
Asuka Maru, N.Y.K., August 12.

Newchwang.
Tean, B. & S., July 24.
Hupeh, B. & S., July 29.

Otaru.
Philoctetes, B. & S., August 13.
Lycaon, B. & S., August 26.

Shanghai and Japan
Alster, Melchers', July 25.
Formosa, Gilman's, July 26.
Ranpura, P. & O., July 26.
Bokuyo Maru, N.Y.K., July 27.
Emp. of Japan, C.P.S., July 27.
Santhia, B.I. (Apcar), July 27.
D'Artagnan, Messageries', July 29.
Danmark, Manners', July 30.
Niel Maersk, Jebsen's, August 1.
Pres. Cleveland, Dollar's, August 1.
Conte Verde, Dodwell's, August 2.
Leverkusen, Jebsen's, August 2.
Ajax, B. & S., August 3.
Fushima Maru, N.Y.K., August 4.
Somali, P. & O., August 7.
Corfu, P. & O., August 9.
Donau, Melcher's, August 9.
Emp. of Asia, C.P.S., August 10.
Talma, B.I. (Apcar), August 10.
Pres. Hoover, Dollar's, August 11.
Asuka Maru, N.Y.K., August 12.
Athos II., Messageries', August 12.
Moncalieri, Dodwell's, August 12.
Philoctetes, B. & S., August 13.
Maron, B. & S., August 14.
Tourane, Thoresen's, August 14.
Tatsuta Maru, N.Y.K., August 15.
Bochum, Jebsen's, August 16.
Hector, B. & S., August 17.
Canton, Gilman's, August 18.
Pres. Grant, A. M. Line's, August 18.
Delhi, Gilman's, August 22.
Mantua, P. & O., August 23.
Aramis, Messageries', August 24.
Emp. of Canada, C.P.S., August 24.
Fulda, Melcher's, August 24.
Sirdhana, B.I. (Apcar), August 24.
Trianon, Thoresen's, August 24.
Pres. Taft, Dollar's, August 29.
Menesthens, B. & S., August 31.

SHANGHAI AND VIA PORTS.
Soochow, B. & S., July 24.
Tean, B. & S., July 24.
Tai Yuan, B. & S., July 25.
Sandviken, Jardine's, July 25.
Kwang Tung, B. & S., July 27.
Chak Sang, Jardine's, July 29.
Hupeh, B. & S., July 29.
Shan Tung, B. & S., July 29.
Mentor, B. & S., July 31.
Sinkiang, B. & S., July 31.
Foo Shing, Jardine's, August 1.
Tsinan, B. & S., August 1.
Conte Verde, Dodwell's, August 2.
Yochow, B. & S., August 4.
Yuen Sang, Jardine's, August 5.
Hector, B. & S., August 17.

Swatow.
Hai Ning, Douglas', July 24.
Hellas, Thoresen's, July 24.
Soochow, B. & S., July 24.
Sandviken, Jardine's, July 25.
Hai Yang, Douglas', July 27.
Kwang Tung, B. & S., July 27.
Muinam, Manners', July 27.
Chak Sang, Jardine's, July 29.
Hoihow, B. & S., July 29.
Kiangsu, B. & S., July 29.
Shan Tung, B. & S., July 29.
Anhui, B. & S., July 30.
Hang Sang, Jardine's, July 30.
Hai Ching, Douglas', July 31.
Sinkiang, B. & S., July 31.
Foo Shing, Jardine's, August 1.
Yat Shing, Jardine's, August 3.
Yuen Sang, Jardine's, August 5.

Takn Bar.
Alster, Melchers', July 25.
Leverkusen, Jebsen's, August 2.
Donau, Melcher's, August 9.
Bochum, Jebsen's, August 16.
Hector, B. & S., August 17.
Fulda, Melcher's, August 24.

Tientsin.
Hoihow, B. & S., July 29.
Hang Sang, Jardine's, July 30.
Yat Shing, Jardine's, August 3.

Tsingtao.
Soochow, B. & S., July 24.
Alster, Melchers', July 25.
Sandviken, Jardine's, July 25.
Chak Sang, Jardine's, July 29.
Shan Tung, B. & S., July 29.
Sinkiang, B. & S., July 31.
Foo Shing, Jardine's, August 1.
Yuen Sang, Jardine's, August 5.
Donau, Melcher's, August 9.
Bochum, Jebsen's, August 16.
Fulda, Melcher's, August 24.
Lycaon, B. & S., August 28.

Wei Hai Wei.
Hoihow, B. & S., July 29.

EASTWARD.

FROM HONG KONG TO N. AND SOUTH AMERICA

Balboa
Bokuyo Maru, N.Y.K., July 30.
Asuka Maru, N.Y.K., August 13.

Baltimore.
Rhexenor, B. & S., August 10.

Boston and New York.
Javanese Prince, Furness', July 24.
Silvercypress, Furness', August 7.
Rhexenor, B. & S., August 10.
Pres. Hoover, Dollar's, August 11.
Asuka Maru, N.Y.K., August 12.
Pres. Taft, Dollar's, August 29.

Cristobal
Asuka Maru, N.Y.K., August 12.

Havana
Bokuyo Maru, N.Y.K., July 30.

Honolulu.
Emp. of Japan, C.P.S., July 27.
Bokuyo Maru, N.Y.K., July 30.
Pres. Cleveland, Dollar's, August 1.
Chichibu Maru, N.Y.K., August 10.
Emp. of Asia, C.P.S., August 10.
Pres. Hoover, Dollar's, August 11.
Tatsuta Maru, N.Y.K., August 15.
Emp. of Canada, C.P.S., August 24.
Pres. Taft, Dollar's, August 29.

Los Angeles
Cornville, Bank Line, July 25.
Bokuyo Maru, N.Y.K., July 30.
Pres. Cleveland, Dollar's, August 1.
Chichibu Maru, N.Y.K., August 10.
Pres. Hoover, Dollar's, August 11.
Tatsuta Maru, N.Y.K., August 15.
Pres. Taft, Dollar's, August 29.

Mexico.
Bokuyo Maru, N.Y.K., July 30.
Tantalus, B. & S., August 4.

Panama.
Bokuyo Maru, N.Y.K., July 30.
Tantalus, B. & S., August 4.

Philadelphia.
Rhexenor, B. & S., August 10.

Portland.
Cornville, Bank Line, July 25

Puget Sound.
Cornville, Bank Line, July 25.

San Francisco.
Cornville, Bank Line, July 25.
Bokuyo Maru, N.Y.K., July 30.
Pres. Cleveland, Dollar's, August 1.
Chichibu Maru, N.Y.K., August 10.
Pres. Hoover, Dollar's, August 11.
Asuka Maru, N.Y.K., August 12.
Tatsuta Maru, N.Y.K., August 15.
Pres. Taft, Dollar's, August 29.

Seattle.
Tantalus, B. & S., August 4.
Pres. Grant, A. M. Line's, August 18.

South America (W.C.)
Bokuyo Maru, N.Y.K., July 30.
Tantalus, B & S., August 4.

Vancouver, B.C.
Emp. of Japan, C.P.S., July 27.
Tantalus, B. & S., August 4.
Emp. of Asia, C.P.S., August 10.
Emp. of Canada, C.P.S., August 24.

Victoria, B.C.
Emp. of Japan, C.P.S., July 27.
Tantalus, B. & S., August 4.
Emp. of Asia, C.P.S., August 10.
Pres. Grant, A. M. Line's, August 18.
Emp. of Canada, C.P.S., August 24.

SOUTHWARD.

FROM HONG KONG TO COAST PORTS, MANILA, AUSTRALIA.

Australian Ports, East and West
Kamo Maru, N.Y.K., July 26.
Nellore, E. & A. S.S. Co., August 3.
Calchas, B. & S., August 8.

Bali.
Tjisadane, J.C.J. Line's, July 24.

Bangkok.
Hellas, Thoresen's, July 24.
Muinam, Manners', July 27.
Kiangsu, B. & S., July 29.

Batavia.
Javanese Prince, Furness', July 26.
Tjisondari, J.C.J. Line, July 31.
Silvercypress, Furness', August 7.
Calchas, B. & S., August 8.
Rhexenor, B. & S., August 10.

Brisbane.
Kamo Maru, N.Y.K., July 26.
Nellore, E. & A. S.S. Co., August 3.

Darga.
Kamo Maru, N.Y.K., July 26.

Derby.
Calchas, B. & S., August 8.

Freemantle.
Calchas, B. & S., August 8.

Haiphong.
King Yuan, B. & S., July 27.

Halifax.
Javanese Prince, Furness', July 26.
Silvercypress, Furness', August 7.

Hobart.
Nellore, E. & A. S.S. Co., August 3.

Honiara.
King Yuan, B. & S., July 27.
Anhui, B. & S., July 30.

Macassar.
Javanese Prince, Furness', July 26.
Tjisadane, J.C.J. Line's, July 24.
Silvercypress, Furness', August 7.

Madang.
Friderun, Melchers', August 4.

Manila.
Pres. Cleveland, A. M. Line, July 24.
Tjisadane, J.C.J. Line's, July 24.
Javanese Prince, Furness', July 26.
Kamo Maru, N.Y.K., July 26.
Emp. of Asia, C. P. S., August 2.
Pres. Hoover, Dollar's, August 2.
Pei Ping, Gilman's, August 2.
Nellore, E. & A. S.S. Co., August 3.
Silvercypress, Furness', August 7.
Rhexenor, B. & S., August 10.
Emp. of Canada, C. P. S., August 17.

Melbourne.
Kamo Maru, N.Y.K., July 26.
Nellore, E. & A. S.S. Co., August 3.

Menado.
Kamo Maru, N.Y.K., July 26.

Pakhoi.
King Yuan, B. & S., July 27.

Rabaul.
Nellore, E. & A. S.S. Co., August 3.
Friderun, Melchers', August 4.

Saigon.
Chenonceaux, Messageries', July 31.
D'Artagnan, Messageries', August 14.

Semarang.
Javanese Prince, Furness', July 26.
Silvercypress, Furness', August 7.

Samarang.
Hin Sang, Jardine's, August 10.
Mau Sang, Jardine's, August 24.

Georgetown.
Tjisadane, J.C.J. Line's, July 24.
Javanese Prince, Furness', July 26.
Silvercypress, Furness', August 7.
Calchas, B. & S., August 8.

South Sea Islands.
Friderun, Melchers', August 4.

Sydney.
Kamo Maru, N.Y.K., July 26.
Nellore, E. & A. S.S. Co., August 3.

Thursday Island.
Kamo Maru, N.Y.K., July 26.

WESTWARD.

FROM HONG KONG TO EUROPE, AFRICA, ETC.

Aden.
Ranchi, P. & O., July 28.
Chenonceaux, Messageries', July 31.
D'Artagnan, Messageries', August 14.

Alicante
Trianon, Thoresen's, August 24.

Algiers.
Pei Ping, Gilman's, August 2.

Amsterdam.
Pei Ping, Gilman's, August 2.

Antwerp.
Yasukuni Maru, N.Y.K., August 3.
Trianon, Thoresen's, August 24.

Barcelona.
Trier, Melcher's, August 1.
Trianon, Thoresen's, August 24.

Beyrouth
Delagoa Maru, N.Y.K., August 15.

Bombay.
Ranchi, P. & O., July 28.
Mayebashi Maru, N.Y.K., July 29.
Ginyo Maru, N.Y.K., August 11.

Boston and New York.
Javanese Prince, Furness', July 26.
Silvercypress, Furness', August 7.

Bremen.
Lippe, Melchers', July 28.
Trier, Melcher's, August 1.
Trave, Melcher's, August 7.
Alster, Melcher's, August 25.

Calcutta.
Penang Maru, N.Y.K., July 29.
Tilawa, B.I. (Apcar), August 5.
Kum Sang, Jardine's, August 8.
Nagato Maru, N.Y.K., August 8.
Sui Sang, Jardine's, August 20.

Casablanca.
Trianon, Thoresen's, August 24.

Colombo.
Lippe, Melchers', July 28.
Ranchi, P. & O., July 28.
Mayebashi Maru, N.Y.K., July 29.
Chenonceaux, Messageries', July 31.
Trier, Melcher's, August 1.
Yasukuni Maru, N.Y.K., August 3.
Sauerland, Jebsen's, August 4.
Ginyo Maru, N.Y.K., August 11.
D'Artagnan, Messageries', August 14.
Delagoa Maru, N.Y.K., August 15.
Nordmark, Jebsen's, August 22.
Alster, Melcher's, August 25.

Djibouti.
Chenonceaux, Messageries', July 31.
D'Artagnan, Messageries', August 14.

Dover
Trier, Melcher's, August 1.

Genoa.
Lippe, Melchers', July 28.
Trier, Melcher's, August 1.
Sauerland, Jebsen's, August 4.
Delagoa Maru, N.Y.K., August 15.
Nordmark, Jebsen's, August 22.
Alster, Melcher's, August 25.

Gibraltar.
Ranchi, P. & O., July 28.

Glasgow.
Ranchi, P. & O., July 28.

Gothenburg.
Pei Ping, Gilman's, August 2.
Trianon, Thoresen's, August 24.

Hamburg.
Lippe, Melchers', July 28.
Trier, Melcher's, August 1.
Pei Ping, Gilman's, August 2.
Sauerland, Jebsen's, August 4.
Trave, Melcher's, August 7.
City of Roubaix, Bank Line, August 8.
Trianon, Thoresen's, August 24.
Alster, Melcher's, August 25.

Havre.
Lippe, Melchers', July 28.
City of Roubaix, Bank Line, August 8.

Hull.
Soudan, P. & O., July 21.

Istanbul
Delagoa Maru, N.Y.K., August 15.

Italy.
Conte Verde, Dodwell's, August 11.
Col di Lana, Dodwell's, August 12.

Liebau.
Trier, Melcher's, August 1.

Liverpool.
Delagoa Maru, N.Y.K., August 15.

London.
Ranchi, P. & O., July 28.
Yasukuni Maru, N.Y.K., August 3.
City of Roubaix, Bank Line, August 8.
Conte Verde, Dodwell's, August 11.

Malta.
Ranchi, P. & O., July 28.

Marseilles.
Lippe, Melchers', July 28.
Ranchi, P. & O., July 28.
Chenonceaux, Messageries', July 31.
Pei Ping, Gilman's, August 2.
Yasukuni Maru, N.Y.K., August 3.
Trave, Melcher's, August 7.
D'Artagnan, Messageries', August 14.
Nordmark, Jebsen's, August 22.
Trianon, Thoresen's, August 24.
Alster, Melcher's, August 25.

Mauritius and South Africa.
Tin How, Bank Line, July 31.

Naples.
Javanese Prince, Furness', July 26.
Yasukuni Maru, N.Y.K., August 3.

Oran.
Lippe, Melchers', July 28.
Pei Ping, Gilman's, August 2.
Trianon, Thoresen's, August 24.
Alster, Melcher's, August 25.

Oslo.
Pei Ping, Gilman's, August 2.
Trianon, Thoresen's, August 24.

Penang.
Hai Hing, Thoresen's, July 24.
Ranchi, P. & O., July 28.
Mayebashi Maru, N.Y.K., July 29.
Penang Maru, N.Y.K., July 29.
Yasukuni Maru, N.Y.K., August 3.
Tilawa, B.I. (Apcar), August 5.
Kum Sang, Jardine's, August 8.
Nagato Maru, N.Y.K., August 8.
Ginyo Maru, N.Y.K., August 11.
Delagoa Maru, N.Y.K., August 15.
Sui Sang, Jardine's, August 20.

Piraeus
Delagoa Maru, N.Y.K., August 15.

Plymouth.
Ranchi, P. & O., July 28.

Port Said.
Lippe, Melchers', July 28.
Ranchi, P. & O., July 28.
Chenonceaux, Messageries', July 31.
Trier, Melcher's, August 1.
Pei Ping, Gilman's, August 2.
Yasukuni Maru, N.Y.K., August 3.
Sauerland, Jebsen's, August 4.
Silvercypress, Furness', August 7.
Trave, Melcher's, August 7.
D'Artagnan, Messageries', August 14.
Delagoa Maru, N.Y.K., August 15.
Nordmark, Jebsen's, August 22.
Trianon, Thoresen's, August 24.
Alster, Melcher's, August 25.

Rangoon.
Hai Hing, Thoresen's, July 24.
Penang Maru, N.Y.K., July 29.
Nagato Maru, N.Y.K., August 8.

Rotterdam.
Lippe, Melchers', July 28.
Trier, Melcher's, August 1.
Pei Ping, Gilman's, August 2.
Yasukuni Maru, N.Y.K., August 3.
Sauerland, Jebsen's, August 4.
Trave, Melcher's, August 7.
City of Roubaix, Bank Line, August 8.
Nordmark, Jebsen's, August 22.
Trianon, Thoresen's, August 24.
Alster, Melcher's, August 25.

Scandinavian and Baltic Ports
Pei Ping, Gilman's, August 2.
Trianon, Thoresen's, August 24.

Singapore.
Hai Hing, Thoresen's, July 24.
Lippe, Melchers', July 28.
Ranchi, P. & O., July 28.

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

TO	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"SANDVIKEN"	Wed., 25th July, at 5 p.m.
	"CHAKSANG"	Sun., 29th July, at 2 p.m.
	"POOSHING"	Wed., 1st Aug., at 5 p.m.
	"YUENSANG"	Sun., 5th Aug., at 2 p.m.
OSAKA via AMOY & KOBE	"SUISANG"	Tues., 31st July, at 10 a.m.
	"KUTSANG"	Satur., 18th Aug., at 10 a.m.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Wed., 8th Aug., at 4 p.m.
	"SUISANG"	Mon., 20th Aug., at 4 p.m.
SANDAKAN	"HINSANG"	Fri., 10th Aug., at Noon
	"MAUSANG"	Fri., 24th Aug., at Noon
TIENTSIN via SWATOW, FOOCHOW & CHEFOO.	"HANGSANG"	Mon., 30th July, at 3 p.m.
	"YATSHING"	Fri., 3rd Aug., at 3 p.m.

SUMMER TRIPS TO JAPAN.—Excellent first class accommodation is provided for Round Trips to Japan, on Company's Calcutta Line Steamers, at the specially reduced return fare of $150. These return tickets are available for three months.

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VESSELS DUE

Agapenor, B. & S., July 31.
Ajax, B. & S., August 3.
Alster, Melchers', July 25.
Aramis, Messageries', August 24.
Asuka Maru, N.Y.K., August 15.
Atsuta Maru, N.Y.K., August 16.
Athos II, Messageries', August 12.
Bangalore, P. & O., Sept. 4.
Bochum, Jebsen's, August 16.
Calchas, B. & S., August 8.
Col di Lana, Dodwell's, August 12.
Changte, B. & S., August 10.
Chenonceaux, Messageries', July 31.
Chichibu Maru, N.Y.K., July 24.
City of Roubaix, Bank Line, August 8.
Conte Verde, Dodwell's, August 2.
Corfu, P. & O., August 8.
D'Artagnan, Messageries', July 29.
Danmark, Manners', July 30.
Delagoa Maru, N.Y.K., August 16.
Delhi, Gilman's, August 22.
Donau, Melcher's, August 9.
Emp. of Asia, C.P.S., August 1.
Emp. of Canada, C.P.S., August 17.
Emp. of Japan, C.P.S., July 25.
Formosa Gilman's, July 26.
Friderun, Melchers', August 4.
Fushimi Maru, N.Y.K., August 4.
Hai Ching, Douglas', July 30.
Hai Hing, Thoresen's, July 24.
Hai Yang, Douglas', July 26.
Hakozaki Maru, N.Y.K., August 17.
Hector, B. & S., August 17.
Hilda, Dodwell's, July 25.
Kamo Maru, N.Y.K., July 27.
King Yuan, B. & S., July 24.
Laomedon, B. & S., August 6.
Leverkusen, Jebsen's, August 2.
Lippe, Melchers', July 26.
Lycaon, B. & S., August 26.
Malacca Maru, N.Y.K., August 3.
Mantua, P. & O., August 22.
Maron, B. & S., August 14.
Mayebashi Maru, N.Y.K., July 26.
Menesthens, B. & S., August 31.
Mentor, B. & S., July 31.
Moncalieri, Dodwell's, August 12.
Nagato Maru, N.Y.K., August 7.
Naukin, E. & A. S.S. Co., Sept. 1.
Niel Maersk, Jebsen's, August 1.
Nordmark, Jebsen's, August 22.
Patroclus, B. & S., July 31.
Pei Ping, Gilman's, August 2.
Penang Maru, N.Y.K., July 28.
Pres. Garfield, Dollar's, August 3.
Pres. Hoover, Dollar's, August 2.
Pres. Jefferson, A. M. Line, July 27.
Ranchi, P. & O., July 27.
Ranpura, P. & O., July 25.
Santhia, B. I. (Apcar), July 24.
Sauerland, Jebsen's, August 4.
Sirdhana, B.I. (Apcar), August 22.
Somali, P. & O., August 6.
Sui Sang, Jardine's, July 30.
Telthyblus, B. & S., August 16.
Talma, B.I. (Apcar), August 8.
Tanda, E. & A. S.S. Coy., August 4.
Tantalus, B. & S., July 31.
Tatsuta Maru, N.Y.K., August 8.
Tilawa, B.I. (Apcar), August 2.
Trave, Melcher's, August 7.
Trier, Melcher's, August 1.
Tjisondari, J.C.J. Line, July 31.
Yasukuni Maru, N.Y.K., August 3.

"EMPRESS OF JAPAN"

sails

FRIDAY, July 27th

for

VICTORIA—VANCOUVER

via

SHANGHAI—NAGASAKI—KOBE—YOKOHAMA

If you are planning on a Summer holiday or a trip home please enquire about.

Special C.P.R. Reduced Fares to Europe and Return also Around the World

Summer Excursion to

JAPAN—HONOLULU—CANADA—U.S.A.
MANILA

Steamers	Hong Kong Leave	Shanghai Arrive	Nagasaki Leave	Kobe Leave	Yokohama Leave	Honolulu Leave	Vancouver Victoria Arrive
Empr. of Japan	... July 27	July 29		Aug. 1	Aug. 3	Aug. 9	Aug. 14
Empr. of Asia	... Aug. 10	Aug. 13	Aug. 14	Aug. 16	Aug. 18	Aug. 25	Aug. 31
Empr. of Canada	... Aug. 24	Aug. 26		Aug. 29	Aug. 31	Sept. 7	Sept. 12
Empr. of Russia	... Sept. 7	Sept. 9	Sept. 11	Sept. 13	Sept. 15		Sept. 24

C.P.R. Special Summer Round Trip Tickets to Japan are also interchangeable with N.Y.K. (Pacific Service) P. and O. and M. M. Co.

TO MANILA

EMPRESS OF ASIA ... ... Aug. 2.

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GENERAL PASSENGER AGENTS IN THE ORIENT FOR

CUNARD WHITE STAR LINE.

SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.

CHICHIBU MARU (Omit Shanghai) Friday, 10th Aug.
TATSUTA MARU ... ... Wednesday, 15th Aug. at 10 a.m.
ASAMA MARU ... Wednesday, 5th Sept. at 10 a.m.

SEATTLE & VANCOUVER.

HIYE MARU .. (Starts from Kobe) Monday, 30th July
HEIAN MARU (Starts from Kobe) Wednesday, 15th Aug.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM

YASUKUNI MARU Friday, 3rd Aug.
HAKONE MARU ... Saturday, 18th Aug.
SUWA MARU ... Saturday, 1st Sept.

SYDNEY & MELBOURNE via Manila and Ports.

KAMO MARU ... ... Saturday, 28th July
KITANO MARU ... .. Saturday, 25th Aug.

BOMBAY via Singapore, Penang and Colombo.

† MAYEBASHI MARU ... Sunday, 29th July
† YAMAGATA MARU ... Monday, 6th Aug.
GINYO MARU ... Saturday, 11th Aug.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

BOKUYO MARU ... ... Monday, 30th July

NEW YORK via Panama.

† ASUKA MARU ... Sunday, 12th Aug.
† ATAGO MARU ... Tuesday, 4th Sept.

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus. Genoa and Valencia.

† DELAGOA MARU ... Wednesday, 15th Aug.

CALCUTTA via Singapore, Penang and Rangoon.

† PENANG MARU ... ... Sunday, 29th July
† NAGATO MARU ... ... Wednesday, 8th Aug.
† HAKODATE MARU ... ... Wednesday, 15th Aug.

SHANGHAI, KOBE & YOKOHAMA.

FUSHIMI MARU ... ... Saturday, 4th Aug.
ATSUTA MARU (Nagasaki direct) Friday, 17th Aug.
HAKODATE MARU ... ... Friday, 17th Aug.

† Cargo only.

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M M
MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.
Sailings from *Hong Kong*:

MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.		To SHANGHAI — KOBE.	
CHENONCEAUX	... 31st July	D'ARTAGNAN	... 29th July
D'ARTAGNAN	14th Aug.	ATHOS II	... 13th Aug
ATHOS II	... 28th Aug.	ARAMIS	... 24th Aug.
ARAMIS	... 11th Sept.	ANDRE LEBON	... 9th Sept.
ANDRE LEBON	... 25th Sept.	FELIX ROUSSEL	... 21st Sept.
FELIX ROUSSEL	... 9th Sept.	PORTHOS	... ... 8th Oct.

We can issue Through Tickets to EGYPT, SYRIAN PORTS, EAST AFRICA, MADAGASCAR by Transhipment on our Mail Steamers at PORT SAID or DJIBOUTI.

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Shipping News

Daily Statement, Clearances, Ships in Harbour, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS 5,000 TONS;
THROUGH CARGO 3,200 TONS

The returns, shown at the Harbour Office of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

	Cargo for H.K.	Through Ports
British		
Lyeemoon, Saigon	2,500	—
Soochow, Canton	—	351
	2,500	351
Danish		
Peter Maersk, Manila	—	2,011
	—	2,011
Norwegian		
Prosper, Saigon	2,408	—
	2,408	—
Chinese		
Yushun, Amoy	110	90
	110	90
Total	5,018	3,262

ASIATIC DECK PASSENGERS

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Lyeemoon (Br.), Saigon	481
Soochow (Br.), Canton	56
Prosper (Nor.), Saigon	301
Yushun (Ch.), Amoy	143
Total	981

ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:—

	Arr.	Dep.
British	2	5
Danish	1	0
Norwegian	1	2
French	0	1
Japanese	0	2
Chinese	1	0
Total	5	10

SHIPS IN HARBOUR

WHARVES

Kowloon:—Carnarvonshire.
Holt's:—Antenor.
China Merchants:—Kun Hsing.
Osaka Shosen Kaisha:—Canton Maru.
Chiu On:—Hydrangea.

DOCKS

Kowloon:—Col Di Lana, Foo Shing, Silveryew, Amalthus.
Taikoo:—H.M.S. Osiris, Yuet On, Kwangtung, Anhui, Planorbis, Hokushin Maru.

BUOYS

No. A5.—Cape St. Francis.
No. A9.—Barge.
No. A11.—Kwong Fook Cheong.
No. A12.—Peter Maersk.
No. A14.—Kiangsu.
No. B4.—Lyeemoon.
No. B5.—Prosper.
No. B9.—Michael Jebsen.
No. B10.—Hafthor.
No. B14.—Kaying
No. B15.—Soochow.
No. B16.—Clara Jebsen.
No. B18.—Hellas.
No. C1.—Akabahru.

ARRIVALS

JULY 22ND.

Cepolis, British str., 3,365 tons, Captain G. D. Potter, from Balikpapan, North Point.—A. F. C.
Peter Maersk, Danish str., 3,341 tons, Captain Schmidt, from Manila, buoy No. A15.—Jebsen & Co.
Carnarvonshire, British str., 5,886 tons, Captain Ings, from Singapore, Kowloon Wharf.—J. M. & Co.
Ryujin Maru, Japanese str., 3,848 tons, Captain Miwa, from Keelung, buoy No. B25.—M. S. K.

JULY 23RD.

Yung Hwa ex Baldina, Chinese str., 2,591 tons, Captain Bernstsin, from Sydney, buoy No. A7.—Wallem & Co.
Lyeemoon, British str., 1,734 tons, Captain E. Holmes, from Saigon, buoy No. B4.—Wo Fat Sing.
Hai Ning, British str., 840 tons, Captain E. Walker, from Swatow, Douglas Wharf.—Douglas & Co.
Soochow, British str., 1,594 tons, Captain J. B. Bruce, from Canton, buoy No. B15.—Butterfield & Swire.
Prosper, Norwegian str., 1,377 tons, Captain Knutsen, from Saigon, buoy No. B5.—Nam Tai Loong.

CLEARANCES

JULY 23RD.

Carnarvonshire, for Shanghai.
Hydrangea, for Swatow.
Kaying, for Hoihow.
Soochow, for Swatow.
Peter Maersk, for New York.

SHIPPING MOVEMENT

The (Mackinnon, Mackenzie & Co., Agents, P. & O. Line,) s.s. Ranpura left Singapore for this Port on the 21st instant at noon with the outward English Mails, and is due here on the 25th instant at about 8 a.m.

WARSHIPS IN PORT

North Wall.—Cicala, Parthian.
West Wall.—Veteran, Whitshed.
West Wall (basin).—Wren.
East Wall.—Proteus.
Buoy 6.—Kent.
Buoy 11.—Saga.
In Dock.—Tamar.
Taikoo Dock.—Osiris.
Cosmopolitan Dock.—Oswald.
Foreign.—Japanese Saga.

SHIPPING NOTES AND NEWS

Shanghai, July 17.

Japan

The N. Y. K. express liner s.s. Shanghai Maru sails from Wayside Wharf at 9 a.m. to-day for Nagasaki and Kobe. On board are a number of passengers bound for the holiday resorts in Japan.

Harbour Notification

Information has been received to the effect that the Norwegian tanker s.s. Herburg is ashore off the left bank of the river about half a mile below the Silver Island Crossing Range Beacons She is reported well clear of the channel.

Arriving To-morrow

The Messageries Maritime s.s. Chenonceaux is expected to arrive from Marseilles via ports to-morrow at about 6 a.m. She is carrying passengers and European mail and will berth at the China Merchants' Central Wharf.

For European Ports

Sailing for European Ports the N.Y.K. liner s.s. Kashima Maru is leaving from Custom buoys 16 and 17 at 11.30 a.m. to-day. The last passenger tender from the Custom's Jetty to the vessel will leave at 10 a.m. The m.v. Tai Yin of the Norwegian, Africa and Australian line is leaving Shanghai for European ports to-day. The P. & O. s.s. Soudan is sailing for London to-day from Shanghai.

Northern Ports

The C.N. s.s. Sinkiang leaves from the French Bund at 3 p.m. to-day on a direct run to Tsingtao. The I.C.S.N. s.s. Fau Sang, commanded by Captain W. F. Bichard, is sailing at 5 p.m. from Old Ningpo Wharf to-day. She is carrying passengers and cargo to Weihaiwei, Chefoo and Tientsin. Bound for Tsingtao only the I.C.S.N. s.s. Yuen Sang sails from Buoy 6 at 5 a.m. to-morrow morning. The passenger tender from the Custom's Jetty to the ship is sailing at 9 p.m. to-day. She is commanded by Captain D. G. Burleigh and has passenger and freight accommodation.

Swatow, Hongkong and Canton

The C.N. s.s. Soochow leaves from the French Bund at 2 p.m. to-day bound for Swatow, Hongkong and Canton. She is carrying passengers and cargo. To-morrow the I.C.S.N. s.s. Chak Sang bound for the same three ports will sail from Hunt's Wharf at 2 p.m. with passengers and cargo.

Hankow and Ports

The I.C.S.N. s.s. Loongwo leaves from Hunt's Wharf at midnight to-night for Hankow and intermediate ports, with passengers and freight. She is commanded by Captain D. Christie. The C.N. s.s. Kian leaves from the French Bund at 3 a.m. to-morrow morning bound for Changsha, Hankow and the usual river ports of call. She is carrying passengers and cargo.

BANK LINE (CHINA) LTD.

AGENTS FOR

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UNITED KINGDOM & CONTINENT ..... ELLERMAN LINE
S.S. "CITY OF ROUBAIX" ...Havre, London, Rotterdam, Hamburg & Glasgow ... 9th Aug.
S.S. "CITY OF NORWICH" ...Havre, London, Rotterdam, Hamburg & Glasgow ... 9th Sept.

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S.S. "TINHOW" ... ... 31st July
Loading for Mauritius Reunion, Tamatave Lourence Marques Durban and Cape Ports

EAST & SOUTH AFRICA ..... INDIAN AFRICAN LINE
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"ISIPINGO", "INCHANGA" AND "INCOMATI"
Sailings from Calcutta on 4TH, and from Colombo on 10TH of every Month to Mombasa, Zanzibar, Beira, Lourenco Marques, Durban, East London, Port Elizabeth, Mossel Bay and Cape Town.

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HONGKONG DIRECT TO LOS ANGELES, (in 21 Days)
SAN FRANCISCO, PORTLAND AND PUGET SOUND.
M.V. "CORNEVILLE" ... ... 25th July.
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ALL SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.
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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"RANCHI"	17,000	28th July	Bombay, Marseilles & London.
"CARTHAGE"	15,000	11th Aug.	do.
†"BURDWAN"	6,000	18th Aug.	Bombay, Mars., Havre, L'don, B'bg., R'dm., A'werp. & Hull
"RANPURA"	17,000	25th Aug.	Bombay, Marseilles & London
"CORFU"	15,000	8th Sept.	Bombay, Marseilles, & London.
†"SOMALI"	7,000	15th Sept.	Bombay, Mars., Havre, London, B'bg., R'dm., A'werp. & Hull.
"MANTUA"	11,000	22nd Sept.	Marseilles and London.
"RAWALPINDI"	17,000	6th Oct.	Bombay, Marseilles and London
†"BANGALORE"	6,000	13th Oct.	B'bay., Mars., Havre, London, B'bg., R'dam, A'werp., & Hull
"COMORIN"	15,000	20th Oct.	Bombay, Marseilles and London.
"RAJPUTANA"	17,000	3rd Nov.	Bombay, Marseilles and London
†"BHUTAN"	6,000	10th Nov.	Bombay, Mars., Havre, L'don, H'bg., R'um., A'werp. & Hull
"CHITRAL"	16,000	17th Nov.	Marseilles and London.
†"BEHAR"	6,100	24th Nov.	Bombay, Mars., Havre, L'don, H'bg., R'dm., A'werp. & Hull

* Cargo only. † Calls Casablanca.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA—APCAR SAILINGS

"TILAWA"	10,000	4th Aug., 3 p.m.	Singapore, Penang & Calcutta
"SANTHIA"	8,000	18th Aug.	do.
"TALMA"	10,000	1st Sept.	do.

† Calls Rangoon. * Calls Port Swettenham.

—Apcar Line Steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"NELLORE"	7,000	3rd Aug.	Manila, Rabaul, Brisbane, Melbourne & Hobart
"TANDA"	7,000	1st Sept.	
"NANKIN"	7,000	15th Sept.	

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.
Hong Kong to Sydney—19 days.
AUSTRALIA AND NEW ZEALAND for a Cheap Holiday (Surfing, Fishing, Shooting, Climates to suit all. Your English Money is worth 20% more).
No Additional Charge for Deck Cabins. Sun Deck Swimming Pool—Orchestra carried—Laundry—Surgeon—Stewardess.
E. & A. Cuisine and Service are unsurpassed.
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of Steamers to London via Suez.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"RANPURA"	17,000	26th July	S'hai., Kobe & Yokohama.
"SANTHIA"	8,000	27th July	Amoy, S'hai., Moji, Kobe & Osaka
"TANDA"	7,000	5th Aug.	S'hai., Moji, Kobe, Osaka & Y'hama
*"SOMALI"	7,000	7th Aug.	S'hai., Moji, Kobe & Yokohama
"CORFU"	15,000	9th Aug.	Shanghai, Kobe & Y'hama
"TALMA"	10,000	10th Aug.	Amoy, S'hai., Moji, Kobe & Osaka.
"MANTUA"	11,000	23rd Aug.	S'hai., Moji, Kobe & Y'hama
"SIRDHANA"	8,000	24th Aug.	Amoy, S'hai., Moji, Kobe & Osaka
"NANKIN"	7,000	2nd Sept.	S'hai., Moji, Kobe, Osaka, & Y'hama
*"BANGALORE"	6,000	5th Sept.	S'hai., Moji, Kobe & Yokohama
"RAWALPINDI"	17,000	6th Sept.	Shanghai, Kobe & Yokohama
"TAKADA"	8,000	7th Sept.	Amoy, S'hai., Moji, Kobe & Osaka
"COMORIN"	16,000	20th Sept.	Shanghai, Kobe & Yokohama
"TILAWA"	10,000	21st Sept.	Amoy, S'hai., Moji, Kobe & Osaka
*"BHUTAN"	6,000	3rd Oct.	S'hai., Moji, Kobe & Yokohama.
"NELLORE"	7,000	3rd Oct.	S'hai., Moji, Kobe, Osaka & Y'hama
"RAJPUTANA"	17,000	4th Oct.	Shanghai, Kobe & Yokohama.
"SANTHIA"	8,000	5th Oct.	Amoy, S'hai., Moji, Kobe & Osaka.
*"BEHAR"	6,100	14th Oct.	S'hai., Kobe & Yokohama.
"CHITRAL"	15,000	19th Oct.	do.

* Cargo only.

All dates are approximate and subject to alteration without notice
All Cabins are fitted with Electric Fans or Punka Louvre Ventilation Steamers on London and Australian Lines are fitted with Laundries. Parcels measuring not more than 5c. ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Rates, Freights, Handbooks, etc apply:

MACKINNON MACKENZIE & CO.
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THE SWEDISH EAST ASIATIC CO. LTD.

SERVICE OF FAST MOTOR VESSELS
(with limited, but exceptionally good passenger accommodation.

HOMEWARDS

To PORT SAID, MARSEILLES, ALGIERS, OBAN, ROTTERDAM (AMSTERDAM), HAMBURG, OSLO, GOTHENBURG AND OTHER SCANDINAVIAN PORTS
via MANILA AND STRAITS SETTLEMENTS.

	Sailing about
M.V. "PEIPING"	2nd August
M.V. "FORMOSA"	2nd Sept.

OUTWARDS

To SHANGHAI AND JAPAN PORTS

	Sailing about
M.V. "FORMOSA"	27th July
M.V. "DELHI"	22nd August
M.V. "CANTON"	22nd August
PASSENGER RATES { Hong Kong to Mediterranean	£48
Hong Kong to Rotterdam	£55

Agents—GILMAN & CO., LTD., Hong Kong. G. M. HUYGEN, Canton

HONG KONG TIDE TABLE.

From July 24, to 30, 1934.

Days of Week	Date of Month	High Water: Hong Kong Standard Time.	High Water: Height.	Low Water: Hong Kong Standard Time.	Low Water: Height.
		h. m.	ft. in.	h. m.	ft. in.
Tues.	24	08 35	6 9	—	—
		21 45	3 7	14 4	0 4
Wed.	25	07 32	7 5	00 51	3 2
		22 13	4 0	15 08	0 0
Thur.	26	08 25	6 0	01 47	3 1
		24 50	4 4	15 50	0 2
Fri.	27	09 17	5 3	02 38	3 0
		23 21	4 6	16 30	0 1
Sat.	28	10 5	5 2	03 26	0 8
		23 54	4 8	17 08	0 2
Sun	29	10 54	7 7	04 16	2 7
		—		17 47	0 6
Mon.	30	00 39	4 9	05 10	2 7
		11 40	7 2	18 25	1 2

HONGKONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, July 23.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.66	29.93	29.78
Temperature	82	76	77
Humidity	83	94	95
Wind—			
Direction	SSW	C	E
Force	4		1
Weather	OR	OR	OR
Rain	1.06	0.00	3.59

Highest open-air Temperature, 22·83
Lowest open-air Temperature, 23·76

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing Showers; J=Squalls; R=Rain; T=Thunder.

ASSAO STORE

6, JORDAN ROAD

TEL. 59321. KOWLOON.

THE

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AT THE ABOVE STORE DAILY.

BARBER WILHELMSEN LINE

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Pacific	*Panama*	*Atlantic*
SAN FRANCISCO	BALBOA (Panama)	NEW YORK
LOS ANGELES	CRISTOBAL (Colon)	BOSTON.

NEXT SAILING

M.V. "TAI YANG"

ON

18th AUGUST

EXCELLENT ACCOMMODATION FOR 12 PASSENGERS.

DODWELL & CO., LTD.

AGENTS.

QUEEN'S BUILDING. TELEPHONE 28021.

LONDON SERVICE

"PATROCLUS" 1 AUG., Marseilles London, Rotterdam & Glasgow

"CALCHAS" 8 AUG., Casablanca, London, Rotterdam, Hamburg & Hull

LIVERPOOL SERVICE

"AGAPENOR" 1 AUG., Tripoli, Havre, Liverpool, & Glasgow.

NEW YORK SERVICE

"RHEXENOR" 16 AUG., Boston, New York, Philadelphia & Baltimore via Manila, Straits and Suez.

PACIFIC SERVICE (via KOBE & YOKOHAMA)

"TANTALUS" 4 AUG., Victoria, Seattle & Vancouver

INWARD SERVICE.

	Due	
"MENTOR"	31 JULY,	From U.K. via Straits
"TANTALUS"	31 JULY,	From Pacific via Japan & Shanghai

Specially reduced fares are quoted for cargo steamers with limited passenger accommodation.

For freight, passage rates and information apply to the undermentioned.

Butterfield & Swire,

Agents.

HONG KONG AND SHANGHAI BANKING CORPORATION

Authorised Capital $50,000,000
Issued & Fully Paid-up..$30,000,000
Reserve Funds:—
Sterling £6,500,000
Silver $10,000,000

Reserve Liability of Proprietors $30,000,000

HEAD OFFICE: HONG KONG.

Board of Directors:
Hon. Mr. C. G. S. MACKIE, *Chairman.*
S. H. DODWELL, Esq., *Deputy Chairman.*
Hon. Mr. W. H. Bell,
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W. J. Keswick, Esq.,
C. C. Knight, Esq.,
G. Miskin, Esq.,
K. S. Morrison, Esq.,
T. E. Pearce, Esq.,
V. M. GRAYBURN, Esq., *Chief Manager.*

BRANCHES:—

Amoy	Hoilo	Peiping
Bangkok	Ipoh	Penang
Batavia	Johore	Rangoon
Bombay	Kobe	Saigon
Calcutta	Kowloon	San Francisco
Canton	Kuala Lumpur	Shanghai
Chefoo	Malacca	Sourabaya
Dairen	Manila	Sungei Patani
Foochow	Muar (Johore)	Tientsin
Haiphong	Mukden	Tokyo
Hamburg	New York	Tsingtao
Hankow	Peking	Yokohama
Harbin		
Hongkew		

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms which will be quoted on application.

Hong Kong, 23rd May, 1934.

HONG KONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

For the HONG KONG & SHANGHAI BANKING CORPORATION,
V. M. GRAYBURN,
Chief Manager.

Hong Kong, 28th, Feb., 1934.

THE CHASE BANK

6, QUEEN'S ROAD CENTRAL.

HEAD OFFICE:
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NEW YORK.

An American Bank offering complete Foreign Banking Service in the principal Markets of the world.
Interest Rates on Application.

This Bank is entirely owned by THE CHASE NATIONAL BANK, NEW YORK, with Resources over U.S. $1,820,39[illegible]

D. M. BIGGAR,
Manager.

THE BANK OF CANTON, LTD.

Established 19 .

HEAD OFFICE: HONG KONG.

Authorized Capital H.K.$11,000,000
Paid-up Capital $5,515,000
Total Resources ..... 32,170,49[illegible]

Branches:—
CANTON, TOISHAN, SHANGHAI, HANKOW BANGKOK AND SAN FRANCISCO.
London Bankers:—
LLOYDS BANK, LTD.

Foreign Exchange and Banking business of every description transacted.

Current Accounts opened and Fixed Deposits received for One Year or shorter periods at rates which will be quoted on application.

Safe Deposit Boxes (various sizes) for Hire.

LOOK POONG SHAN,
17] *Chief Manager.*

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: LONDON.

Authorized Capital £3,000,000
Subscribed Capital £1,800,000
Paid-up Capital £1,050,000
Reserve Fund and rest ...£1,247,432

DIRECTORS:
J. M. Byrie, Esq., *Chairman.*
Sir T. S. Catto, Bt., *Deputy Chairman.*
Sir C. C. Barrie, K.B.E.
Sir C. A. Innes, K.C.S.I., C.I.E.
P. B. Chalmers, Esq.
C. J. Hambro, Esq.
W. H. Shelford, Esq.

BRANCHES:

Bangkok	Kandy	New York
Bombay	Karachi	Penang
Calcutta	Kota Bharu	Port Louis (Mauritius)
Colombo	Kuala Lipis (Pahang)	Rangoon
Delhi	Kuala Lumpur	Shanghai
Galle	Kuantan (Pahang)	Simla
Hong Kong	Madras	Singapore
Kowrab		
Ipoh		

HONG KONG BRANCH:
Every description of Banking and Exchange Business transacted.
Travellers Cheques issued.
Trustee and Executorships undertaken.
INTEREST allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on application.

J. B. ROSS,
Manager.

7, Queen's Road Central.
Hong Kong, June 12th, 1934

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital £3,000,000
Reserve Fund £3,000,000
Reserve Liability of Proprietors £3,000,000

Agencies and Branches:—

ALOR STAR	HOILO	SAIGON
AMRITSAR	IPOH	SEMARANG
BANGKOK	KARACHI	SEREMBAN
BATAVIA	KLANG	SHANGHAI
BOMBAY	KOBE	SINGAPORE
CALCUTTA	KUALA	SITIAWAN
CANTON	LUMPUR	SOURABAYA
CAWNPORE	KUCHING	TAIPING
CEBU	MADRAS	TIENTSIN
COLOMBO	MANILA	TONGKAH (Bhuket)
DELHI	MEDAN	TSINGTAO
HAIPHONG	NEW YORK	YOKOHAMA
HAMBURG	PEIPING (Peking)	ZAMBOANGA
HANKOW	PENANG	
HARBIN	RANGOON	
HONG KONG		

FOREIGN EXCHANGE and General Banking Business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

W. H. E. THOMAS,
Acting Manager.

Hong Kong, Feb. 11th, 1934. [30

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE

(Incorporated in France).
Prince's Building, Chater Road, Victoria, Hong Kong.

HEAD OFFICE:
74, Rue St. Lazare, Paris.

	Frs.
Capital, fully paid-up	50,000,000
Special Working Capital	50,000,000
Reserves	33,352,000

BRANCHES:—

Paris	Haiphong	Marseilles
Saigon	Pnom Penh	Hanoi
Peiping	Shanghai	Hue
Lyon	Hong Kong	Tientsin

BANKERS:
France: Banque de Paris et des Pays Bas, Société Générale.
London: Midland Bank, Ltd.
New York: Irving Trust Co., Banca Commerciale Italiana.
San Francisco: Bank of America, National Trust and Savings Association.

Every description of Banking and Exchange Business transacted.
Correspondents throughout the World.

A. L. BRUSSET,
Acting Manager.

Hong Kong, 13th February, 1934.

THE BANK OF EAST ASIA, LIMITED.

Authorised Capital $10,000,000.00
Paid-up Capital 5,598,600.00
Reserve and Undivided Profits 2,434,000.00

HEAD OFFICE:—HONG KONG
No. 12, Des Voeux Road, Central.

Board of Directors:—
Sir Shouson Chow, Chairman.
Li Koon Chun, Esq. Li Lan Sang, Esq.
P. K. Kwok, Esq. WongChuSon, Esq.
WongYunTong, Esq. Kan Ying Po, Esq.
Chan Ching Shek, Esq.

Kan Tong Po, Esq., Chief Manager.
Li Tse Fong, Esq., Manager.

Branches and Agencies:—

Amoy	Kowloon	Penang	Sourabaya
Batavia	London	Rangoon	Swatow
Bombay	Manila	Saigon	Sydney
Calcutta	Melbourne	San Francisco	Taihoku
Canton	Nagasaki	Seattle	Tientsin
Haiphong	New York	Shanghai	Tokyo
Hankow	Osaka	Semarang	Vancouver
Honolulu	Paris	Singapore	Yokohama
Kobe	Peiping		

Every description of Banking and Exchange business transacted. Loans granted on approved securities
Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local and Foreign Currencies on terms which will be quoted on application.
Safe Deposit Boxes To Let.

KAN TONG PO,
Chief Manager.

Hong Kong, 1st March, 1934.

THE BANK OF CHINA

Reorganized October 26, 1928, under special charter of The National Government as
INTERNATIONAL EXCHANGE BANK.

Subscribed Capital $25,000,000.00
Paid-up Capital $24,710,200.00
Reserve Funds 3,820,503.32

HEAD OFFICE:—SHANGHAI.

HONG KONG BRANCH:
4, Queen's Road Central.

Owing to our numerous branches in China and large connections in the important commercial centres of the world, we are able to extend to our clients special facilities for domestic and foreign banking and exchange.

We also handle the issue of Bonds and other Public Funds of the Chinese Government both at home and abroad.

SHOU J. CHUN.
Manager

THE AMERICAN EXPRESS COMPANY, INC.

Head Office
65, BROADWAY, NEW YORK

Capital .....U.S.$6,000,000.00
Surplus .....U.S. $3,[illegible]7,112.69
Reserves .....U.S. $1,995,528.3

BRANCHES:—

Amsterdam	Glasgow	Munich
Antwerp	Hamburg	Naples
Assuan	Havana	Nice
Athens	Havre	Palermo
Basle	Heidelberg	Paris
Berlin	Interlaken	Peiping
Bombay	Istanbul	Piraeus
Bremen	Jerusalem	Rome
Brussels	Liverpool	Rotterdam
Cairo	London	Shanghai
Calcutta	Lucerne	Singapore
Cannes	Lugano	Southampton
Colombo	Luxor	Taormina
Copenhagen	Manila	Tientsin
Dublin	Marseilles	Venice
Edinburgh	Mexico City	Vienna
Florence	Milan	Yokohama
Geneva	Monte Carlo	Zurich
Genoa	Montreux	

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C. H. BENSON,
General Manager.

THE YOKOHAMA SPECIE BANK LIMITED.

Capital (fully paid up) Yen 100,000,000
Reserve Fund .....Yen 123,750,000

HEAD OFFICE: YOKOHAMA

BRANCHES AND AGENCIES AT:

Alexandria	Honolulu	Rangoon
Batavia	Hsinking	Rio de Janeiro
Berlin	Karachi	San Francisco
Bombay	Kobe	Seattle
Calcutta	London	Semarang
Canton	Los Angeles	Shanghai
Dairen (Dalny)	Manila	Singapore
Fengtien (Mukden)	Moji	Sourabaya
Hamburg	Nagasaki	Sydney
Hankow	New York	Tientsin
Harbin	Osaka	Tokyo
Hong Kong	Paris	Tsingtao
	Peiping	Yinkow

Interest allowed on Current Accounts.

Deposits received for Fixed Periods at rates to be obtained on application.

G. KISHINAMI,
Manager.

Hong Kong, 11th Apr., 1934. [36

NEDERLANDSCH INDISCHE HANDELSBANK, N.V.

(NETHERLANDS INDIA COMMERCIAL BANK)

Established 1863 at Amsterdam.

Authorised Capital ...Gldn. 100,000,000.00
Paid up Capital ...Gldn. 55,000,000.00
Reserve Fund .....Gldn. 33,000,000.00

Head Office:—AMSTERDAM.

Head Office for Asia:—BATAVIA.

Branches in Dutch East Indies, India, Singapore, China and Japan.

Every description of Banking and Exchange business transacted. Current Accounts, Deposits etc.,

C. STIGTER,
Manager

JOB PRINTING.

The HONG KONG DAILY PRESS, LTD. wish to inform the

CANTON COMMUNITY

that they have recently re-opened their

JOB PRINTING DEPARTMENT.

This Department specialises in all the necessary branches including the compiling and proof-reading of monthly and quarterly publications.

Considerable work is being done for the HONG KONG & SHANGHAI BANKING CORPORATION and other Banks, which includes letter heads printing, ledger work, special forms, etc., etc.

Assuring you always our best attention.

KOEHLER & CO.

19, E.C. Shameen,
Agents.

MAILS FOREIGN

IMPERIAL AIRWAYS VIA SINGAPORE.

Bandoeng-Amsterdam via Singapore

Saigon-Marseilles via Saigon

Correspondence for Europe and intermediate countries will be accepted for transmission by these services. Rates and all particulars are shewn in the schedules exhibited at the General Post Office and Kowloon Office. All letters etc., must be marked "By Air Mail" and handed in at the General Post Office and Kowloon Office. Unless superscribed for despatch by a specific air mail service, correspondence will be forwarded by the first service available.

Letters and postcards for Europe and South America are forwarded "via Siberia" if so superscribed.

INWARD MAILS

From	Per	Due
SHANGHAI and SWATOW ...	Anyuan ...	24th July
CALCUTTA and STRAITS ...	Sunthia ...	24th July
JAPAN	*Montevideo Maru*	24th July
JAPAN and SHANGHAI ...	*Chichibu Maru* ...	25th July
MANILA ...	*Suez of Japan* ...	26th July
EUROPE via SUEZ (Letters and Papers) London, 18th June—and Parcels, 21st June—and Air Mail ex Amsterdam-Bandoeng Service	*Kampura* ...	26th July
JAPAN and SHANGHAI	*Ranchi*	27th July
JAPAN and SHANGHAI ...	*General Lee* ...	27th July
JAPAN	*Asama Maru* ...	27th July
JAPAN	*Maebashi Maru*	28th July
JAPAN	*Penang Maru* ...	28th July
SAIGON	*D'Artagnan* ...	29th July
JAPAN	*Nellore* ...	29th July
CALCUTTA and STRAITS	*Mustang* ...	30th July
SHANGHAI	*Tantalus* ...	31st July
STRAITS	*Mentor* ...	31st July
SHANGHAI	*Patroclus* ...	31st July
SHANGHAI	*Agapenor* ...	31st July
SHANGHAI ...	*Chenonceaux* ...	31st July
CANADA, U.S.A., JAPAN and SHANGHAI (Vancouver, B.C., 14th July) ...	...	1st Aug.
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 13th July) ...	*Pres. Hoover*	2nd Aug.
JAPAN	*Tilawa* ...	2nd Aug.
JAPAN and SHANGHAI	*Yasukuni Maru* ...	2nd Aug.
STRAITS	*Conte Verde* ...	2nd Aug.
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 6th July) ...	*Pres. Garfield*	3rd Aug.
STRAITS	*Ajax* ...	3rd Aug.
AUSTRALIA and MANILA	*Nanda* ...	4th Aug.
STRAITS	*Fushimi Maru* ...	4th Aug.
JAPAN	*Hawaii Maru* ...	4th Aug.

OUTWARD MAILS

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m., registered and parcel mails are closed at 5 p.m. on the previous day.

For	Per	Date and Time
		Tuesday, 24th,
Bangkok	*Michael Jebsen* ...	2.30 P M
Straits, Ceylon, India, Mauritius, East and South Africa ...	*Montevideo Maru*	2.30 P M
Swatow, Amoy and *Foochow ...	*Hai Ping* ...	3.00 P M
Foochow	*Tean*	3.30 P M
Manila	*Pres. Cleveland* ...	4.30 P M
		Wednesday, 25th
Manila, Makasser and Sourabaya ...	*Tjisadane* ...	9.30 A M
Straits	*Hai Hing* ...	11.00 A M
Swatow	*Sandefjord* ...	12.30 P M
Amoy	*Kwangtung* ...	3.30 P M
		Thursday, 26th,
Shanghai and Japan	*Ranpura* ...	10.30 A M
Straits	*Yun Hsuin*	10.30 A M
Swatow	*Hydrangea* ...	3.00 P M
Shanghai, Japan, Honolulu, Canada, U.S.A., Central and South America and *EUROPE via Vancouver, B.C. (Parcels for Canada only)—due Vancouver, B.C., 14th August—and *EUROPE via Siberia ...	*Emp. of Japan* ...	Par. 26th, 5.00 P M Reg. 27th, 9.15 A M Let. 27th, 10.00 A M
		Friday, 27th, Noon
Hoihow, Pakhoi and Haiphong ...	*Kingyuan* ...	2.00 P M
Swatow, Amoy and Foochow	*Haisyang* ...	3.00 P M
Letters for "Bandoeng—Amsterdam Air Mail Service"	Ranchi ...	*K.P.O.* Reg. 24th, 4.30 P M Let. 27th, 5.00 P M *G.P.O.* Reg. 27th, 5.00 P M Let. 28th, 9.00 A M *Kowloon P.O.* Par. 27th, 4.30 P M Reg. 28th, 9.00 A M Letters 10.00 A M
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and EUROPE via Marseilles—due Marseilles, 24th August	Ranchi	*G.P.O.* Par. 27th, 5.00 P M Reg. 28th, 9.45 A M Letters 10.30 A M
		Saturday, 28th,
Manila, Australia and New Zealand via Thursday Island,—due Thursday Island, 9th August	*Kano Maru*	Reg. 8.45 A M Letters 9.30 A M
Swatow, Amoy and Formosa	*Deli Maru*	10.00 A M
Shanghai and *Japan	*D'Artagnan* ...	5.00 P M
		Sunday, 29th,
Foochow	*Hupeh*	9.00 A M
Bangkok via Swatow	*Kiangsu*	9.00 A M
Swatow, Amoy and Formosa	*Canton Maru* ...	9.00 A M
		Monday, 30th,
Japan, *EUROPE via Siberia and *South America Ports	*Bokuyo Maru* ...	10.30 A M
Foochow via Swatow	*Hangsang* ...	1.30 P M
		Tuesday, 31st,
Amoy	*Haisang*	8.30 A M
Batavia	*Tjikembang* ...	9.30 A M
Letters for "Saigon—Marseilles Air Mail Service" ...	Chenonceaux	*K.P.O.* Reg. 9.30 A M Let. 9.30 A M *G.P.O.* Reg. 10.00 A M Let. 10.30 A M *Kowloon P.O.* Reg. 10.00 A M Letters 11.00 A M
Saigon, Ceylon, India, Mauritius, *East and *South Africa, Egypt and EUROPE via Marseilles—due Marseilles, 30th August	*Chenonceaux* ...	*G.P.O.* Reg. 10.45 A M Letters 11.30 A M
Fort Bayard, Hoihow, Pakhoi and Haiphong ...	*G.G. Paul Doumer*	1.00 P M
Swatow, Amoy and Foochow ...	*Haicheng*	2.00 P M

*Superscribed correspondence only

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